

**MCP-Chairman**

**RECEIVED**  
0717  
JUL 02 2008

**From:** Kevin Maresca [marescakevin@yahoo.com]  
**Sent:** Wednesday, July 02, 2008 8:24 AM  
**To:** MCP-Chairman  
**Subject:** ICC bike trail

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

I am a frequent user of the Anacostia tributaries trails, especially Sligo Creek and the Northwest Branch trails. I would be an occasional user of the ICC trail. Less frequent if the trail were simply a side path. Side paths, in my experience, tend to attract more debris and generally treated as sidewalks, rather than multi-use trails. Please reject the amendment that changes the alignment of the path to the ICC right of way. Please maintain the trail as it is currently planned.

Thank you.  
--Kevin Maresca

**Coleman, Joyce**

---

**From:** Colleen S. Mitchell [colleenmitch@yahoo.com]  
**Sent:** Thursday, July 03, 2008 3:24 PM  
**To:** MCP-Chairman  
**Subject:** ICC Shared-Use Path

**RECEIVED**  
0727  
JUL 03 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Chairman, Montgomery County Planning Board,

I am writing to express support for constructing a shared-use path along the full length of the ICC as originally planned. In the past few months we have seen unprecedented and severe behavior changes in reaction to rising energy prices -- VMT in March of 08 for the first time in history is lower than the same month in the previous year, and transit ridership and walking and bicycling rates are at all time highs in our region. In addition, growth in outer suburbs has come to a screeching halt with foreclosure rates highest in automobile-oriented communities. Assumptions about how people need and want to travel should be revisited. To plan a transportation facility that only accommodates automobile travel is not a sustainable investment and does not take into consideration the very realistic future of sustained higher energy prices and demand for transportation alternatives.

While I do not support the construction of the ICC because of the negative impact it will have on our region, if it must be built, it should at least provide a facility for those who cannot afford to drive or who choose to reduce their mobile emissions and improve their health by bicycling.

Thank you for your time.

Colleen Mitchell

Intercounty Connector Limited Functional Master Plan Amendment  
(Bikeways and Interchanges) - Public Hearing Draft

The Montgomery County Planning Board, part of the Maryland-National Capital Park and Planning Commission, will hold a public hearing on the Intercounty Connector Limited Functional Master Plan Amendment. This Plan Amendment recommends select changes to the shared-use path identified as SP-40 in the Countywide Bikeways Functional Master Plan, and related park trail connections identified in the Countywide Park Trails Plan. It also amends the Master Plan of Highways by recommending changes to the ICC roadway alignment and interchanges to reflect the

selected highway alternative now under construction.

The board would like to hear from all interested parties and encourages people to express their views at the public hearing. If you wish to testify, please sign up online at [http://www.daicsear.ch.org/planning\\_board/testify.asp](http://www.daicsear.ch.org/planning_board/testify.asp) or call 301/495-4600.

Thursday, July 10, 7:30 PM  
Montgomery Regional Office  
8787 Georgia Avenue  
Silver Spring , MD

**Coleman, Joyce**

---

**From:** Todd Andrews [rtandrew@gmail.com]  
**Sent:** Thursday, July 03, 2008 2:53 PM  
**To:** MCP-Chairman  
**Subject:** ICC Bicycle Path

**RECEIVED**  
JUL 03 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman:

I am writing in support of the plan to build the full ICC bike path. In doing so, I am joining my friends in neighbors. We are asking for the full trail, without the detours onto busy streets, to remain in the master plan. If a later environmental analysis (one where data is actually collected and studied) produces evidence that a paved trail would cause serious harm to the stream valley parks, then the relevant segments of the hiker-biker path will not be built. If these segments are removed from the master plan now, they will never be built no matter what a later environmental study shows. Please keep the full path in the master plan.

Sincerely,

Todd Andrews



**MCP-Chairman**

**From:** William Kasper [will.kasper@gmail.com]  
**Sent:** Thursday, July 03, 2008 5:41 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

**RECEIVED**  
0728  
JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

With the high price of gas we need to be looking for transportation solutions that go beyond the motor vehicle. The ICC trail would be super transportation for cyclists ? rapid, direct, safe. Highway & park trails avoid intersections, traffic lights and driveway crossings.

When quality-of-life measures are used to assess "the best places to live" by Outside Magazine and other publications, bicycle commuting routes and recreational trails are regularly cited as deciding factors. As a progressive county in a progressive state, Montgomery should be leading the way in this area.

The ICC Trail is a once in a lifetime opportunity to build a significant new bike and pedestrian facility in the county.

The trail is just a small fraction of the overall highway footprint ? 5%-10% of its paved surface ? and much less if you consider air pollution, noise, heat, loss of tree canopy, etc. caused by the highway. Modern design techniques can limit even this minimal impact.

County master plans call for the ICC trail to pass through stream valley parks along with the ICC.

The Environmental Protection Agency and the Army Corps of Engineers, two agencies tasked with assessing environmental impacts of the ICC, are on record saying the trail could be built in an environmentally sensitive way through the parks traversed by the ICC.

Trails are in such demand that they are bursting at the seams ? look at the Capital Crescent Trail.

The trail is conceived as part of a proposed Maryland statewide trail reaching from Annapolis to Cumberland, along with the WB&A trail, C&O Canal towpath, etc.

Please don't let this singular opportunity slip away forever!

William Kasper  
9952 Cherry Tree Ln  
Silver Spring, MD 20901

## MCP-Chairman

---

**From:** Jon Morrison [jonbmorrison@yahoo.com]  
**Sent:** Sunday, July 06, 2008 5:04 PM  
**To:** MCP-Chairman  
**Cc:** Michael Knapp  
**Subject:** ICC Limited Functional Master Plan Amendment - Opposed  
**Attachments:** 20080710ICCLFMPA testimony - JMorrison.doc

**RECEIVED**  
JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Chairman Hanson and Planning Board,

Attached is my testimony in regard to the proposed ICC Limited Functional Master Plan Amendment.

I look forward to speaking with you on July 10.

Regards,

Jonathan B. Morrison

Brookeville, MD

In summary:

I want to thank Planning Staff for all the hard work and good intentions they put into this proposed Master Plan Amendment. I greatly appreciate my inclusion in the parkway fieldwork they conducted in April this year. **The effort was laudable, but the outcome is unacceptable.**

1. **The Detour Route proposal should be rejected.**
2. **The ICC trail needs to remain in the Master Plan as it was originally envisioned.**
3. **The original trail needs to be built concurrent with the ICC roadway construction.**
4. **The Matthew Henson trail extension needs to be added to the Park Trails plan.**
5. **The additional facilities envisioned in the amendment can be added to the Bikeways Master Plan, but are inadequate substitutes for the promised trail.**

I am most significantly disappointed in the proposals recommendation regarding the section of the trail from MD 650 (New Hampshire Avenue) to and through US29. However, I find the overall conclusions and direction of the proposal disheartening.

**What the staff report and plan amendment tell us:**

- ❖❖ | **Direct roads are good, direct trails are not.**
- ❖❖ | **Cars and 112 foot wide roads = environmentally acceptable; bikes and 10 foot wide paths =**

environmentally damaging.

- ❖ | Bicyclists shouldn't use park trails for transportation and recreational users want to meander. Arbitrary classification of cyclists can be shaped to justify the positions taken.
- ❖ | Fragmented trail sections are sufficient; riders don't need to go everywhere the ICC goes, they just need to go someplace else. The ICC trail is not in and of itself a valuable destination and facility.
- ❖ | It's reasonable to spend 2.4 billion dollars on a road and not an incremental 3 percent more (\$75 million) to provide for the original promised complete trail.
- ❖ | The 2005 Countywide Bikeways Functional Master Plan approved by the Commission isn't worth the paper on which it was printed.

19310 Alderbarn Court  
Brookeville, MD 20833

July 10, 2008

Montgomery County Planning Board  
Maryland-National Capital Park and Planning Commission  
8787 Georgia Avenue  
Silver Spring, MD 20910

In re: PROPOSED Master Plan Amendment for the Intercounty Connector

Dear Chairman Hanson and fellow Commissioners:

I want to thank Planning Staff for all the hard work and good intentions they put into this proposed Master Plan Amendment. I greatly appreciate my inclusion in the parkway fieldwork they conducted in April this year. **The effort was laudable, but the outcome is unacceptable.**

1. **The Detour Route proposal should be rejected.**
2. **The ICC trail needs to remain in the Master Plan as it was originally envisioned.**
3. **The original trail needs to be built concurrent with the ICC roadway construction.**
4. **The Matthew Henson trail extension needs to be added to the Park Trails plan.**
5. **The additional facilities envisioned in the amendment can be added to the Bikeways Master Plan, but are inadequate substitutes for the promised trail.**

I am most significantly disappointed in the proposals recommendation regarding the section of the trail from MD 650 (New Hampshire Avenue) to and through US29. However, I find the overall conclusions and direction of the proposal disheartening.

**What the staff report and plan amendment tell us:**

- ❖ **Direct roads are good, direct trails are not.**
- ❖ **Cars and 112 feet wide roads = environmentally acceptable; bikes and 10 foot wide paths = environmentally damaging.**
- ❖ **Bicyclists shouldn't use park trails for transportation and recreational users want to meander. Arbitrary classification of cyclists can be shaped to justify the positions taken.**
- ❖ **Fragmented trail sections are sufficient; riders don't need to go everywhere the ICC goes, they just need to go someplace else. The ICC trail is not in and of itself a valuable destination and facility.**
- ❖ **It's reasonable to spend 2.4 billion dollars on a road and not an incremental 3 percent more (\$75 million) to provide for the original promised complete trail.**
- ❖ **The 2005 Countywide Bikeways Functional Master Plan approved by the Commission isn't worth the paper on which it was printed.**

**None of these are sensible.** Yet the amendment the Commission is being asked to approve can be summarized to those key points.

This amendment is almost tragic. It takes an already flawed ICC plan put forth by the various agencies, including M-NCPPC, in the Record of Decision and 'improves' it to the point where it too provides a solution that serves everybody and ultimately serves nobody. It implies the Bikeways Plan and Countywide Trails Plan that was published by

MCPPC was a piece of fiction that was never intended to be pursued to completion, but rather a ruse to appease cyclists, who have had mile upon mile of proposed hard surface park trails removed from various master plans, one amendment at a time.

The amendment provides for a meandering, indirect way to traverse the County from Gaithersburg to Fairland/Briggs Chaney that will not serve riders looking for a direct route in the quickest possible time. The 'Detour Route' it provides is a hodgepodge of solutions that present a casual user with disconnected, segmented trails with sidepath solutions they would never dare take a child upon. **It's not a trail** unless a 9 year old can use the trail safely, in the company of a responsible adult. The Detour Route would not provide for that capability. **Would you put your child or grandchild on the proposed route on a bike?**

The amendment formalizes SHA's plan to built essentially 3 stand alone trails, each shorter than 3 miles (total 7.3 miles) connected by at best indirect, local road, sidepaths. In one fell swoop the utility of the envisioned trail will be permanently destroyed.

**Sidepaths have been repeatedly studied and shown to be the most dangerous option for cyclists.** Sidepaths encourage cycling in the direction drivers do not expect to look ('wrong-way' cycling). Sidepaths are notorious for obstacles such as utility poles, guy wires, mailboxes, bus shelters, signage, driveways (residential and commercial) and most dangerous - cross traffic from sidestreets. No parent is going to take their child on a recreational ride on a sidepath through the New Hampshire Road/Randolph Road intersection in Colesville or along several of the high volume roads intersected by neighborhood streets and numerous driveways. Sidepath users get cut off by turning vehicles on a regular basis.

The proposed amendment provides just enough incentive for someone thinking about using the trail to **make the choice to drive** instead. MNCCPC seems to imply cars and roads are environmentally acceptable, but non-polluting bikes and the paths needed to remove cars from roads are environmentally damaging.

**The Master Plan amendment is full of incorrect facts and assumptions.** Many of these are as laughable as the original ICC trail assumption that the trail is environmentally damaging and too costly in proportion to the roadway pricetag.

Attachment B to the Staff Report lists bike lanes, trails and proposed facilities the ICC trail would intersect. **Of the listed 'existing' bike lanes - none of these exist.** At best some are shoulders. None are marked bike lanes. None meet AASHTO standards. Some are not even safe shoulders to ride on. Virtually everything else on the list is 'proposed.' Riding on trails, paths and lanes that don't exist and won't exist for decades, if at all, is a less than fulfilling experience. Connections that will not be built until some future ~~unknown~~ unknown date can't reasonably be considered 'connections' for purpose of this analysis.

**Discussion about logical connections and termini ignores the fact that all of the listed connections would be served by the currently planned, direct master planned full trail.** In addition, a direct connection from New Hampshire to Columbia Pike would serve a ~~logical terminia~~ logical terminus of the Verizon facilities on both sides of US29 that will hold approximately 4,500 employees, including me. Terminating the trail and dumping users onto local roadway sidepaths doesn't provide a logical terminus, except for family riders

who ~~will promptly~~ will promptly turn around, thus demonstrating the Detour Route is not really a viable route.

**The proposal makes ridiculous arbitrary assumptions and categorizations of cyclists** that need to be removed from Park's and Planning's presumptions about what and who cyclists are. There are no exclusive categories of cyclists as either recreational or transportation. It compounds the categorization by stating 'recreational' riders want a meandering trail. The report continues by calling the trail ~~'transportation'~~ 'transportation related' to invoke environmental issues, but then calls it 'recreational' when trying to exclude any hard surface option in parkland. 4(f) issues raised are also ~~'misleading'~~ 'misleading', as most of the land was pre-designated for transportation use. Therefore, 4(f) would not have even applied if the arbitrary transportation-only designation ~~is~~ were applied. The proposed plan amendment results in decreased utility for all arbitrarily categorized cyclists.

I ride as a commuter, for exercise, fitness and health. **I want a trail that is direct, long, paved and linear, for both recreation and transportation uses.** Sometimes during my recreational rides I stop and transact business at stores - is that recreation, transportation or just plain cycling? We don't categorize roads as recreational or transportation use - why do we do so with bike trails? Are Beach Drive and Sligo Creek Parkway recreational roads? Would the ICC trail be recreation or transportation? Does it matter? The ICC trail will serve all cyclists but it needs to provide a direct route not the Detour Route.

Attachment C describes a cross county trip on segments that have 'existing trails' - that don't exist! These include fantasy trails on Layhill, Bonifant, MD650 and Randolph Road. It also describes a trail to the Glenmont Metro that is nowhere in a foreseeable time horizon.

**The detours are everything cyclists don't want in a trail.** We don't want to ride on sidewalks disguised as 'trails.' We don't want to ride on sidepaths that cross driveway after driveway and commercial entry and exits. We don't want substandard bike lanes and shoulders that narrow to nothingness or disappear when needed most in congested, high traffic intersections with extensive turning traffic.

**This amendment essentially identifies cyclists as an invasive species that must be prevented from entering or crossing stream valley parks.** These invasive species and their 10 feet of necessary asphalt are obviously more harmful than the fossil fuel burning vehicles and 112 feet wide swath of asphalt and concrete of a six lane highway which will pass through the same land already designated for both road and trail. Apparently, Parks fully believes cyclists are to be deterred by any means possible. One quality trail in the County must be sufficient (the Capital Crescent). Do we need to do even more to discourage people from using efficient trails to substitute for their cars?

**We have no cost estimate for building the Detour Route proposed in the amendment.** Yet the Board is asked to approve the amendment absent an evaluation of the cost of the plan as is versus the Detour Route cost and timeframe to see it completed in a 3 year timeframe (the period of road construction). A substantial cost will involve acquisition of land along New Hampshire Avenue in an area already constrained by property use up to the curb and corresponding limited right-of-way. SHA used its \$100 million price tag to justify cutting the trail but never provided an estimate for building an alternative route.

**This area does have some wonderful trails. These provide examples of what the ICC trail was supposed to be and what it still can be.** The B&A trail (from BWI to Annapolis), the Mount Vernon trail, the WO&D trail, the BWI loop and the only one in Montgomery County that is of similar value, the Capital Crescent trail. **Common theme - these trails are paved, wide, direct and extensively used, not only by cyclists but but also by so many users (walkers, joggers, rollerbladers, ....). People use these trails to commute to work, run errands, go to school and get from place to place. These trails are busy - so busy we need more of the same so all County residents can avail themselves of equally wonderful facilities.** What types of trails are not used by cyclists? Sidepaths that cross lots of driveway, twist and turn, are narrow, encourage 'wrong-way' cycling, and/or appear to be sidewalks. The CCT is used so extensively precisely because provides a substantially car free environment. The original ICC trail master plan is that too. The proposed Detours Route places trail users on sidepaths subject to extensive cross traffic, providing a much degraded quality of use.

I live and work in the County. When I want to ride a top quality trail where do I go? Anne Arundel. If the ICC trail was built as it was promised, I could and would ride that regularly from my home in Olney, to my job in Fairland and from Gaithersburg to Konterra and back. 36 miles (end to end and back) is a typical recreational ride for me and many others. My office is 11 miles by bike - a 45 minute pedal for me.

The one thing **positive in this plan is to extend the Matthew Henson trail to connect with the ICC trail.** This addition to the Parks Trails Plan should be approved.

**Planning worked cooperatively with the cycling community and its other citizens to put together the Countywide Bikeways Functional Master Plan. The complete, direct, paved ICC trail was a crown jewel in the plan.** It was a key attribute that convinced many cyclists to support the document. **With the proposed amendment, cyclists are getting costume jewelry.** MNCPPC needs to stand behind the documents it issues and promises it made, in this case the 2005 Bikeways Plan. The full, direct, trail needs to be built and built concurrent with the roadway construction. The trail should use or be provided with grade-separated crossings at major roadways.

I would be pleased to address any questions or clarify any of the above with the Commission.

Sincerely,

Jonathan B. Morrison

Copy to Mike Knapp, County Councilmember, District 4

## MCP-Chairman

**From:** Chris Parkin [parkin@verizon.net]  
**Sent:** Sunday, July 06, 2008 10:39 PM  
**To:** MCP-Chairman  
**Subject:** ICC multi-use facility, hiker-biker trail

RECEIVED  
JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Will you anticipate the future and usher it in appropriately, ensuring the best outcome for the largest number, or will posterity record that you clung to outdated notions about transportation modality, delaying the inevitable, and pushing costs ever higher?

The ICC Hiker-Biker trail is, in reality, a multi-use road that must be built. The very fact that alternatives are being sought is evidence of its necessity and inevitability. Unfortunately, there is a growing gap between the goal and its proper execution.

The goal is clear and uncontested: every new highway for motor vehicles requires parallel facilities for non-motorized travel. The health benefits are clear. The reductions in pollution are clear. The fuel savings are obvious. The opportunities for building communities around trails have been documented. Trails benefit the disenfranchised who move by wheelchair. Trails provide continuous, easily-maintained rights-of-way for telecommunication facilities. Trails provide alternatives for emergency evacuation. Trails segregate motorized and non-motorized modes of travel, improving safety for both groups.

Some would cut funding and depredate plans, offering ridiculous alternatives such as building a "trail" alongside, or on, our busiest roads. The secret to biking is to use momentum to conserve energy:

fewer stops and starts, smooth, steady, continuous motion. Imagine riding at-grade with traffic, hitting multiple street crossings, right-angle detours and switch-backs! Those kinds of trails are a self-fulfilling dystopia for the naysayers: no one in her/his right mind would attempt to use a "path on paper" on a regular basis.

You must steer a steady course toward the original goal. Don't allow others to re-optimize the original plan in favor of sub-optimal routes or for short-sighted fiscal objectives. Your opponents actions will, at times, seem laudable. They may want save money. They may represent some powerful constituents. Remember that you stand on the high ground: the largest group of constituents has already spoken. The most cost-effective use of money in the long run has already been articulated in the original plan. Your persistence, your clarity of vision, will help others envision the goal. The full trail is the will of the people that you represent, the majority for whom you speak.

Regards,  
Chris Parkin  
Silver Spring, MD



## MCP-Chairman

---

**From:** alan migdall [alan\_migdall@yahoo.com]  
**Sent:** Monday, July 07, 2008 1:51 AM  
**To:** MCP-Chairman  
**Subject:** support for the full ICC bike trail

**RECEIVED**  
JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson,

I understand that the Board is considering removing sections of the ICC bike trail from the County's master plan. That would be a terrible thing to do, particularly without a complete study of the alternatives. The elimination of trail sections before the study of the alternatives would prejudice the outcome of the ultimate study. Certainly the current master planned route along the route of the highway would provide maximum utility of trail for the maximum number of people.

Any of the alternatives would provide significantly reduce the use of the trail and reduce the number of people who would benefit from it. Also it may be that the alternatives may have more impact on the the environment than the original plan. We will not know until a complete study is done. Do not eliminate any options until the whole picture is clear.

This is a critical link for those trying to get around without a car and is particularly important given the current oil situation.

Finally, any suggestion that the environmental impact of the trail is too great to allow it to be completed is absurd given that the multilane highway is going forward. If anyone were to make a case that the trail's environment impact is too great, then I suggest that we simply eliminate one lane of the highway. Please also remember that in the debate over the ICC, while there were many comments from the public for and against the highway, the comments for the trail were nearly unanimous and equal in number to those either for or against the highway.

By deleting components from the master plan you would be allowing the Master Plan to be used more as a veto of a what can be built, rather than a vision of future facilities. Over the years I have unfortunately seen the Master Plan used to prevent trails rather than get trails built. Please do not make it easier to use the Master Plan in this manner.

Sincerely

Alan Migdall

11736 Owens Glen Way

Gaithersburg, MD 20878

## MCP-Chairman

---

**From:** Ian Litmans [ianlitmans@verizon.net]  
**Sent:** Monday, July 07, 2008 9:18 AM  
**To:** MCP-Chairman  
**Subject:** ICC Bike Trail

I am a resident of Montgomery County and would like to express that I support building and maintaining the ICC Bike Trail as it's laid out in the current Master Plan. I oppose the Master Plan Amendment regarding the trail. Please do not eliminate sections of the trail or force length detours. Having a complete trail will make it possible for more people to become bike commuters reducing traffic congestion, greenhouse gas emissions and increase the health of the residents of this county. This bike path is a critical need for our infrastructure moving forward over the next 20 years. It's not simply a matter of recreation. It's a matter of sustainable long term solutions to the growing traffic, environmental and health problems our region will face.

Thank you for you wise consideration.  
Ian Litmans

---

Ian Litmans  
1517 Live Oak Dr.  
Silver Spring, MD 20910

**RECEIVED**  
JUL 07 2008  
OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

**MCP-Chairman**

---

**From:** Eric A. Eisen [eric@eisen-shapiro.com]  
**Sent:** Monday, July 07, 2008 9:34 AM  
**To:** MCP-Chairman  
**Subject:** Master Plan Amendment Regarding InterCounty Connector Trail

Sir:

I write to express my opposition to any proposed amendment to the planned route of the InterCounty Connector Trail that eliminates sections of the trail, replacing them with sidepaths along and paths across city streets. Our county needs to accelerate movement to a more pedestrian and biker friendly transportation environment where the car is not king. Trails through prks and way from busy streets make our county a more attractive place to live and to work. At the very least, the proposed elimination/realignment of trail through woods should be properly studied and any decision to eliminate/re-align should be properly supported for compelling reasons.

**RECEIVED**  
JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Eric A. Eisen  
Eisen & Shapiro  
10028 Woodhill Road  
Bethesda, MD 20817-1218  
Tel (301) 469-8590 Fax (301) 469-8120  
[eric@eisen-shapiro.com](mailto:eric@eisen-shapiro.com)

---

**CONFIDENTIALITY NOTICE**

---

*E-mail is covered by the Electronic Communications Privacy Act, Title 18, Sections 2510-2521 of the United States Code. The information in this e-mail may be confidential and/or privileged and is intended for review by only the individual or organization named above. If you are not the intended recipient or an authorized representative of the intended recipient, you are hereby notified that any review, dissemination or copying of this e-mail and its attachments, if any, or of the information contained herein, is prohibited. If you have received this e-mail in error, please immediately notify the sender by return e-mail and delete this e-mail and attachments, if any, from your system. Thank You*

## MCP-Chairman

---

**From:** Sam Jacobson [samja123@gmail.com]  
**Sent:** Monday, July 07, 2008 10:31 AM  
**To:** county.council@montgomerycountymd.gov  
**Cc:** MCP-Chairman  
**Subject:** Trail to ICC

I must be mistaken: but if it is true that the bicycle trail has the potential to be eliminated along any part of the ICC, we would like to express our horror at such an idea.

The concept is insulting, and any outrage is justified.

Sincerely,

Connie and Steve Jacobson  
Rockville MD

**RECEIVED**  
JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

**MCP-Chairman**

---

**From:** Joe Foley [jfoley441@gmail.com]  
**Sent:** Monday, July 07, 2008 10:41 AM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

Dear Chairman Hanson:

Joe Foley  
311 Dale Dr  
Silver Spring, MD 20910

**RECEIVED**  
JUL 07 2008  
OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

**MCP-Chairman**

---

**From:** Lynne Oliver [loliverdvm@yahoo.com]  
**Sent:** Monday, July 07, 2008 10:51 AM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

**RECEIVED**  
JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

Please consider building the bike trail along the full length of the ICC. There are many potential bike commuters out there that just need a safe path to commute to work. The ICC bike trail is an excellent opportunity to provide recreational and commuting opportunities for Montgomery county cyclists.

Lynne Oliver  
17800 Shady Mill Rd  
3rd Floor  
Derwood, MD 20855

(240)361-7323

## MCP-Chairman

---

**From:** Marc Gwadz [marcgwadz@rcn.com]  
**Sent:** Monday, July 07, 2008 10:52 AM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

Dear Chairman Hanson:

Now more than ever it's critical that we build efficient, dedicated bike facilities- not just token signage.

Please support a real bike path for the ICC.

Marc Gwadz

Marc Gwadz  
2451 39th PL NW  
Washington, DC 20007

**RECEIVED**  
JUL 07 2008  
OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION



## MCP-Chairman

---

**From:** joel gwadz [gwadzilla8@yahoo.com]  
**Sent:** Monday, July 07, 2008 11:28 AM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

RECEIVED  
JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:  
this is a no brainer...

when roads are built there should be the consideration of the bicycle this goes for urban, suburban, and interstate

this is a good opportunity for forward thinking

in an age where we are in fear of obesity and high gas prices resolves must be considered exercise should be made more easy for our citizens not more difficult

the ICC should have a bike path to run parallel to it it boggles my mind when I go to other states that are more progressive in their approach to such things take a look at our neighboring state Pennsylvania they have an amazing network of bicycle paths

built it and they will come  
thanks  
joel gwadz  
[www.gwadzilla.blogspot.com](http://www.gwadzilla.blogspot.com)

joel gwadz  
2025 Park Road NW  
Washington, DC 20010

202-666-0000

**MCP-Chairman**

---

**From:** Chris Larkin [clarkin@jhu.edu]  
**Sent:** Monday, July 07, 2008 10:54 AM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

**RECEIVED**  
JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

As a resident of Montgomery County living close to the proposed route of the ICC I strongly support a paved trail running the length of the proposed road. I live in eastern Montgomery County and work in the west of the county. Currently I commute by bicycle over dangerous and traffic clogged roads. A paved commuter trail would give many county residents a safe alternative to driving for commuting and hopefully ease some of the congestion on our already choked roadways.

Thank you for your consideration.

Chris Larkin  
216 Piping Rock Dr  
3rd Floor  
Silver Spring, MD 20905

301-466-5294

**MCP-Chairman**

---

**From:** Elaine Larkin [eml.ahmk@gmail.com]  
**Sent:** Monday, July 07, 2008 11:13 AM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

**RECEIVED**  
JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

As a lifelong(55 years) resident of Montgomery County I am devastated by the construction of the ICC, yet understand completely the need for the highway.

Our traffic conditions are horrid and the need to offer alternative transportation to relieve some of the congestion is obvious. The bike trail will provide residents with a safe alternative to travel to work and recreation opportunities. And to eliminate it from initial construction is ludicrous. Do it NOW.. there will never be enough funding, approval etc at a later date to build it!

My son bicycles to work nearly every day and travels down Beach Drive, a road in desperate need of a bike trail. It's been discussed and rejected. Don't let this happen to the ICC bike trail.

Elaine Larkin  
13425 Tangier Pl  
Rockville, MD 20853

**MCP-Chairman**

---

**From:** Tom Vaughn [tomvaughn@hotmail.com]  
**Sent:** Monday, July 07, 2008 11:20 AM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

**RECEIVED**  
JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:  
I urge you to support the full bike trail along the ICC.

With the high price of gas we need to be looking for transportation solutions that go beyond the motor vehicle. The ICC trail would be super transportation for cyclists ? rapid, direct, safe. Highway & park trails avoid intersections, traffic lights and driveway crossings.

Thank you.

Tom Vaughn  
18131 Marksman Cir  
3rd Floor  
Olney, MD 20832

**MCP-Chairman**

---

**From:** Roald Keith [roaldkeith@gmail.com]  
**Sent:** Monday, July 07, 2008 11:45 AM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

**RECEIVED**  
JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:  
I support keeping the entire ICC bike trail. Thanks.

Roald Keith  
16524 Kipling Rd  
3rd Floor  
Rockville, MD 20855

301-519-0275

## MCP-Chairman

---

**From:** michael klasmeier [michael.klasmeier@gmail.com]  
**Sent:** Monday, July 07, 2008 11:48 AM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

Dear Chairman Hanson:

Part of the engineering/design behind the ICC included non-automobile transportation and represented less than 1% of the total cost of this monstrosity. It's bad enough that MD concentrates the vast majority of its budget towards getting people in cars around, we can't put just 1% towards giving people a choice? The Capital Crescent trail is HUGELY popular. Have you seen how fat we are all getting? Have you seen the price of gas?

It's time for some real leadership. Make us all proud.

michael klasmeier  
1610 woodview ct  
3rd Floor  
crofton, MD 21114

410/721-5609

**RECEIVED**  
JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

## MCP-Chairman

**From:** Tom Jelen [tjelen@asha.org]  
**Sent:** Monday, July 07, 2008 12:07 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

**RECEIVED**  
JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

With the high price of gas we need to be looking for transportation solutions that go beyond the motor vehicle. The ICC trail would be super transportation for cyclists ? rapid, direct, safe. Highway & park trails avoid intersections, traffic lights and driveway crossings.

The ICC Trail is a once in a lifetime opportunity to build a significant new bike and pedestrian facility in the county.

The trail is just a small fraction of the overall highway footprint ? 5%-10% of its paved surface ? and much less if you consider air pollution, noise, heat, loss of tree canopy, etc. caused by the highway. Modern design techniques can limit even this minimal impact.

County master plans call for the ICC trail to pass through stream valley parks along with the ICC.

The Environmental Protection Agency and the Army Corps of Engineers, two agencies tasked with assessing environmental impacts of the ICC, are on record saying the trail could be built in an environmentally sensitive way through the parks traversed by the ICC.

Trails are in such demand that they are bursting at the seams ? look at the Capital Crescent Trail.

The trail is conceived as part of a proposed Maryland statewide trail reaching from Annapolis to Cumberland, along with the WB&A trail, C&O Canal towpath, etc.

Tom Jelen  
10801 Rockville Pike  
3rd Floor  
Rockville, MD 20852

301-897-5700 x43

**MCP-Chairman**

---

**From:** Dan Kluckhuhn [helendan.cs@gmail.com]  
**Sent:** Monday, July 07, 2008 12:09 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

**RECEIVED**

**JUL 07 2008**

**OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION**

Dear Chairman Hanson:

Dan Kluckhuhn  
REAL ESTATE  
700 Bonifant St  
3rd Floor  
Silver Spring, MD 20910

301/588-0256



**MCP-Chairman**

**RECEIVED**

**JUL 07 2008**

**OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION**

**From:** andy googa [roost4416@hotmail.com]  
**Sent:** Monday, July 07, 2008 12:09 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

Dear Chairman Hanson:  
Good afternoon.

Please consider my recommendation to cancel the roadway in it's entirety, and instead build a natural surface bicycle trail for the entire route. Bridges may be wood.

Regards,

andy goglia  
Silver Spring, MD

andy A. googa  
7030 carroll ave  
3rd Floor  
takoma park, MD 20912

301 891 1243

**MCP-Chairman**

---

**From:** Bruce Ng [flamuende@hotmail.com]  
**Sent:** Monday, July 07, 2008 12:12 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

Dear Chairman Hanson:

Bruce Ng  
6011 Executive Boulevard  
3rd Floor  
Rockville, MD 20852

240-833-8200

**RECEIVED**  
JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

**MCP-Chairman**

---

**From:** Peter Burkholder [pburkholder@gmail.com]  
**Sent:** Monday, July 07, 2008 3:00 PM  
**To:** MCP-Chairman  
**Subject:** Re: Save the ICC SP-40 shared-use path

**RECEIVED**  
0729  
JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Thank you.

Please note that I inadvertently sent two messages from different accounts. I don't want to seem that I'm trying to "stuff the ballot box"

Cheers,

Pter

On Mon, Jul 7, 2008 at 2:57 PM, MCP-Chairman <[MCP-Chairman@mncppc-mc.org](mailto:MCP-Chairman@mncppc-mc.org)> wrote:

> Dear Mr. Burkholder:

>

> Thank you for your email. This is to acknowledge receipt of your  
> Message.

>

> Your information will be provided to Chairman Hanson.

>

> Thank you for taking time to provide your comments.

>

> Sincerely,

>

> Marcia Goldberg

>

>

> Marcia Goldberg

> Community Outreach and Media Relations

> 8787 Georgia Avenue

> Silver Spring, Maryland 20910

> 301-495-4613 - 301-495-1320

>

>

> -----Original Message-----

> From: Peter Burkholder [mailto:[pburkholder@gmail.com](mailto:pburkholder@gmail.com)]

> Sent: Monday, July 07, 2008 1:12 PM

> To: MCP-Chairman

> Subject: Save the ICC SP-40 shared-use path

>

> Dear Chairman Hanson:

>

> I'm writing to register my strong disapproval of a recent proposal to  
> modify the SP-40 path.

>

> First, to suggest that the environmental impacts of a bike path are  
> unsustainable, compared to those of multi-lane highway, is patently  
> absurd.

>

> Second, the deviations proposed would be severely detrimental to the  
> aesthetics of the shared-use path.

>

> Third, it would subject path users to more traffic, more noise, higher  
> temperatures, less shade, and longer distances than the original  
> alignment.

>  
> Thanks for your attention.

>  
> Regards,

>  
> Peter Burkholder  
> 7101 Bridle Path Lane  
> Hyattsville, MD  
> 20782

>  
>  
>

## MCP-Chairman

---

**From:** George Wenchel [george@wenchel.com]  
**Sent:** Monday, July 07, 2008 12:13 PM  
**To:** MCP-Chairman  
**Subject:** Support for the Full ICC Bike Trail

Dear Chairman Hanson:

I noted with some incredulity the elimination of a continuous trail adjacent to the ICC. While I recognize that there are serious environmental concerns, it seems as though making it more difficult for people to commute via foot or Bike only exacerbates environmental concerns, when you take a total perspective.

I urge you to build the full hiker/biker trail along with the ICC.

George F. Wenchel  
Chevy Chase, MD

George Wenchel  
3803 Blackthorn St.  
3rd Floor  
Chevy Chase, MD 20815

301-654-1149

**RECEIVED**

JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

## MCP-Chairman

---

**From:** George Wenchel [george@wenchel.com]  
**Sent:** Monday, July 07, 2008 12:15 PM  
**To:** MCP-Chairman  
**Subject:** Support for the Full ICC Bike Trail

Dear Chairman Hanson:

I noted with some incredulity the elimination of a continuous trail adjacent to the ICC. While I recognize that there are serious environmental concerns, it seems as though making it more difficult for people to commute via foot or Bike only exacerbates environmental concerns, when you take a total perspective.

I urge you to build the full hiker/biker trail along with the ICC.

George F. Wenchel  
Chevy Chase, MD

George Wenchel  
3803 Blackthorn St.  
3rd Floor  
Chevy Chase, MD 20815

301-654-1149

**RECEIVED**

**JUL 07 2008**

**OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION**

## MCP-Chairman

---

**From:** Charles Abod [CPA@CPAbod.com]  
**Sent:** Monday, July 07, 2008 12:16 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

Dear Chairman Hanson:

As an avid cyclist, I fully support a bike and hike trail along the ICC.

Please note this affect many people and would be a favored area for pedestians and bikers. Check out the W&OD trail in Va to see how much it is used and admired in the community.

Please advise on your decision.

thank you

Charles P. Abod II, CPA  
[CPA@CPAbod.com](mailto:CPA@CPAbod.com)

Charles Abod  
10204 Shining Willow Drive  
3rd Floor  
Rockville, MD 20850

3019962269

**RECEIVED**  
JUL 07 2008  
OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

## MCP-Chairman

---

**From:** Susan Walther [jumpthegardengate08@hotmail.com]  
**Sent:** Monday, July 07, 2008 12:17 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

Dear Chairman Hanson:

I recognize the need to economize and to be environmentally sensitive, but I STRONGLY urge you and the Board to GO AHEAD with the planned, full-length bike trail that would parallel the ICC. Finding the money now means that your grandchildren--and theirs--will thank you later.

Another solution? take away one of the actual car lanes (who can afford the gas?) and give it to the cyclists, roller-bladers, segway-users, cross-country skiers . . . all the people who recognize the value of alternative means of getting to and from work and connecting communities.

Susan Walther  
20828 Aspenwood Lane  
3rd Floor  
Montgomery Village, MD 20886

301-330-3770

**RECEIVED**  
JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION



## MCP-Chairman

---

**From:** Harvey Sugar [hsugar@comcast.net]  
**Sent:** Monday, July 07, 2008 12:17 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

RECEIVED

JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

With the high price of gas we need to be looking for transportation solutions that go beyond the motor vehicle. The ICC trail would be super transportation for cyclists ? rapid, direct, safe. Highway & park trails avoid intersections, traffic lights and driveway crossings.

The ICC Trail is a once in a lifetime opportunity to build a significant new bike and pedestrian facility in the county.

The trail is just a small fraction of the overall highway footprint ? 5%-10% of its paved surface ? and much less if you consider air pollution, noise, heat, loss of tree canopy, etc. caused by the highway. Modern design techniques can limit even this minimal impact.

County master plans call for the ICC trail to pass through stream valley parks along with the ICC.

The Environmental Protection Agency and the Army Corps of Engineers, two agencies tasked with assessing environmental impacts of the ICC, are on record saying the trail could be built in an environmentally sensitive way through the parks traversed by the ICC.

Trails are in such demand that they are bursting at the seams ? look at the Capital Crescent Trail.

The trail is conceived as part of a proposed Maryland statewide trail reaching from Annapolis to Cumberland, along with the WB&A trail, C&O Canal towpath, etc.

-- Harvey A Sugar

Harvey Sugar  
7525 Blair Road #12  
3rd Floor  
Takoma Park, MD 20912

2406036878

## MCP-Chairman

---

**From:** Hannah Moulton [hmoulton@gmail.com]  
**Sent:** Monday, July 07, 2008 12:17 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

Dear Chairman Hanson:

I can't believe your administration can argue with a straight face that a bike trail is environmentally harmful but a highway isn't. Shame on all of you for this insane corner-cutting. Bike commuters have too little options in the DC area. Throw us a bone with the ICC trail.

Hannah Moulton, Montgomery County resident

Hannah Moulton  
7520 Maple Ave  
Apt 202  
Takoma Park, MD 20912

3016410275

**RECEIVED**  
JUL 07 2008  
OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

**MCP-Chairman**

---

**From:** Hugh McFarland [hugh.mcfarland@fda.hhs.gov]  
**Sent:** Monday, July 07, 2008 12:19 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

**RECEIVED**

**JUL 07 2008**

**OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION**

Dear Chairman Hanson:

I have commuted by bike year-round for 14 years to FDA at the NIH campus. FDA is moving to the new White Oak campus, were bike commuting would be dangerous and difficult. The ICC bike trail would make it possible for many FDA employees in the Rockville area to commute by bike. With dwindling oil supplies, skyrocketing obesity and global warming we need to build the infrastructure to make it possible for more people to commute under their own power. The argument that the bike trail would harm the environment when a highway won't is obviously silly, and I can't believe anyone cold take it seriously. Please fight for us.

Rockville, MD

Hugh McFarland  
4507 Dabney Dr.  
3rd Floor  
Rockville, MD 20853

(301) 827-1829

## MCP-Chairman

---

**From:** Alexander Lobkovsky Meitiv [alobkovsky@gmail.com]  
**Sent:** Monday, July 07, 2008 12:19 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

Dear Chairman Hanson:

Please don't cripple the ICC bike trail. Don't eliminate sections of the train from the plan. A continuous train will be enormously more valuable than disjoint segments.

Thanks!

Alexander Lobkovsky Meitiv  
7911 Woodbury Drive  
3rd Floor  
Silver Spring, MD 20910

301 576-3002

**RECEIVED**  
JUL 07 2008  
OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

## MCP-Chairman

---

**From:** Patrick Wojahn [plwojahn@gmail.com]  
**Sent:** Monday, July 07, 2008 12:19 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

Dear Chairman Hanson:

As a resident of Prince George's County and an avid bicyclist, I support doing whatever is necessary to ensure a complete bicycle trail along the ICC. Although I have always opposed the ICC itself as an unnecessary road, the proposed bicycle trail was one of the few parts of the entire project that helped make it more acceptable. To not allow this trail to be built would be a slap in the face to cyclists and environmentalists around the reason. Although I do share the Council's concern about the environmental impacts of the bicycle trail, they pale in comparison to the overall environmental impacts of the ICC itself, and I am certain that mitigating measures can be taken to protect the environment around the bicycle trail. Please do whatever is necessary to ensure that the bicycle trail is built. Thank you for your consideration.

Patrick Wojahn  
5015 Lackawanna Street  
College Park, MD 20740

240-988-7763

**RECEIVED**  
JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

## MCP-Chairman

**From:** Ashish Gupta [ashish.personal@gmail.com]  
**Sent:** Monday, July 07, 2008 12:19 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

**RECEIVED**

JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

With the high price of gas we need to be looking for transportation solutions that go beyond the motor vehicle. The ICC trail would be super transportation for cyclists ? rapid, direct, safe. Highway & park trails avoid intersections, traffic lights and driveway crossings.

The ICC Trail is a once in a lifetime opportunity to build a significant new bike and pedestrian facility in the county.

The trail is just a small fraction of the overall highway footprint ? 5%-10% of its paved surface ? and much less if you consider air pollution, noise, heat, loss of tree canopy, etc. caused by the highway. Modern design techniques can limit even this minimal impact.

County master plans call for the ICC trail to pass through stream valley parks along with the ICC.

The Environmental Protection Agency and the Army Corps of Engineers, two agencies tasked with assessing environmental impacts of the ICC, are on record saying the trail could be built in an environmentally sensitive way through the parks traversed by the ICC.

Trails are in such demand that they are bursting at the seams ? look at the Capital Crescent Trail.

The trail is conceived as part of a proposed Maryland statewide trail reaching from Annapolis to Cumberland, along with the WB&A trail, C&O Canal towpath, etc.

Ashish Gupta  
9326 Harvey Rd  
Silver Spring, MD 20910

301-204-8207

**MCP-Chairman**

---

**From:** Daniel Klein [dklein@cff.org]  
**Sent:** Monday, July 07, 2008 12:20 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

**RECEIVED**  
JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

I am very surprised and disappointed to learn that the Planning Board intends to eliminate the ICC bike trail. This decision seems to be very short-sighted given the large number of bicyclists and walkers who would use the trail, let alone the need for alternatives to motor vehicle-based recreation and transportation. It seems especially disingenuous to claim that the bike trail would negatively impact the environment, given the ICC's much larger affect on the ecosystem. Eliminating a lane from the ICC would be a far more effective way to preserve green space and to protect the environment than renigging on the bike trail.

Thank you for your leadership on this issue,

Dan Klein  
(301) 412-5384  
[djklein2@starpower.net](mailto:djklein2@starpower.net)

Daniel Klein  
6831 Arlington Road  
3rd Floor  
Bethesda, MD, MD 60814

301-412-5384

**MCP-Chairman**

**From:** Nicole Thomas [nicole.thomas14@comcast.net]  
**Sent:** Monday, July 07, 2008 12:20 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

**RECEIVED**  
JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

In a time of escalating fuel prices and decreasing road repair funds all forms of alternative transportation must be investigated and encouraged. The promised ICC bike trail needs to be funded and constructed. Compared to the cost of the ICC itself, the bike trail is cheap, a very minor fraction of the total cost. The argument that this trail would harm the environment is laughable next to the impact of the ICC. Please do the right thing and get behind the ICC bike trail!

Nicole Thomas  
Olney, MD

Nicole Thomas  
17837 Lochness Circle  
3rd Floor  
Olney, MD 20832

301-653-6232



**MCP-Chairman**

---

**From:** David LaRoche [drlaroche@gmail.com]  
**Sent:** Monday, July 07, 2008 12:22 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

**RECEIVED**  
JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

I am appalled to learn that the planning commission is considering altering the plan to construct a bike trail parallel to the ICC. The reason being given for the change is the potential environmental impact of the trail! Given the impact that the ICC itself will have on the environment, I can't believe that the commission would eliminate the trail as a way to mitigate the impact of the highway.

Please reconsider!! The bike trail has the potential for making a very bad decision (to build the ICC) a little more palatable for the environment. The bike trail would be a way to encourage people to leave their cars at home and save the environment (and their health) by biking to work!

David LaRoche  
8213 Moorland Lane  
3rd Floor  
Bethesda, MD 20817

301 913-0355

## MCP-Chairman

---

**From:** Jerry McCoy [sshhistory@yahoo.com]  
**Sent:** Monday, July 07, 2008 12:24 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

RECEIVED  
JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

I am FURIOUS that the Montgomery County Planning Board would EVEN CONSIDER eliminating the the ICC Bike Trail! Montgomery County is already DROWNING in traffic and the ICC is only going to exacerbate the problem.

When gas hits the \$5 a gallon mark a lot more people are going to be seeking alternate forms of transportation and the ICC bike trail would certainly be a viable and useful means of travel.

Jerry McCoy  
800 Thayer Avenue  
3rd Floor  
Silver Spring, MD 20910

301.537.1253

**MCP-Chairman**

---

**From:** Brad Conad [bconrad@umd.edu]  
**Sent:** Monday, July 07, 2008 12:27 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

**RECEIVED**  
JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

The ICC was proposed and passed with the Bike path in mind. As current energy costs and population increases suggest: people will use bikes at an ever increasing rate. People using bikes instead of cars, helps keep fuel costs down, pollution levels lower, and increases a sense of real community. The overall footprint of the bike path in comparison to a 6 lane highway is <10%. The added enviromental impact savings gained by allow people to bike to work/school etc offsets the footprint. It will also increase money spent on local business (recreation, bike shops, etc).

The ICC without a bike path is an ICC I will resent and fight all the way.

Brad Conad  
5607 Seminole St.  
Berwyn Heights, MD 20740

**MCP-Chairman**

---

**From:** Carla Krivak [carlakrivak@comcast.net]  
**Sent:** Monday, July 07, 2008 12:28 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

Dear Chairman Hanson:

Carla Krivak  
9113 Wooden Bridge Road  
Potomac, MD 20854

**RECEIVED**  
JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

**MCP-Chairman**

---

**From:** Carla Krivak [carlakrivak@comcast.net]  
**Sent:** Monday, July 07, 2008 12:35 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

Dear Chairman Hanson:

Carla Krivak  
9113 Wooden Bridge Road  
Potomac, MD 20854

**RECEIVED**  
JUL 07 2008  
OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

**MCP-Chairman**

---

**From:** Andrej Krasnansky [adonut@gmail.com]  
**Sent:** Monday, July 07, 2008 12:32 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

Dear Chairman Hanson:

Andrej Krasnansky  
4743 Bradley Blvd  
3rd Floor  
Chevy Chase, MD 20815

2028625798

**RECEIVED**  
JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

## MCP-Chairman

---

**From:** Andrej Krasnansky [adonut@gmail.com]  
**Sent:** Monday, July 07, 2008 12:32 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

**RECEIVED**  
JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
BANDS PLANNING COMMISSION

Dear Chairman Hanson:

I am a commuter who bikes to work. I do this to save money and the environment.

Please note that I say I am a "commuter," not a "biker." While I respect those who feel that biking is a great hobby, I am not one of them. I do not have a Lance Armstrong body. I do not go on 60-mile rides just for the exercise or fun of it. I use my bike in place of my car, which I gave up, thinking it was a responsible thing to do in this era.

The ICC Bike Trail would expand the number of bikers in every area that it touches.

(I live with three people who work very close to our apartments, only 2 miles in some cases, but they are all afraid to bike because no trails exist that would let them avoid roads with heavy traffic. If the ICC were built, they would bike upon it.)

More bikers means fewer cars on the road, which means less traffic, less pollution, fewer accidents, less wear-and-tear on the road system, and healthier lifestyles.

Please do not miss this opportunity to follow President Bush's directives to decrease our dependence on foreign oil.

Thank you,  
Andrej Krasnansky

Andrej Krasnansky  
4743 Bradley Blvd  
3rd Floor  
Chevy Chase, MD 20815

2028625798

## MCP-Chairman

**From:** Peter Burkholder [burkholp@mail.nih.gov]  
**Sent:** Monday, July 07, 2008 12:40 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

**RECEIVED**  
JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

1. With the high price of gas we need to be looking for transportation solutions that go beyond the motor vehicle. The ICC trail would be super transportation for cyclists ? rapid, direct, safe. Highway & park trails avoid intersections, traffic lights and driveway crossings.

2. The ICC Trail is a once in a lifetime opportunity to build a significant new bike and pedestrian facility in the county.

3. The trail is just a small fraction of the overall highway footprint ? 5%-10% of its paved surface ? and much less if you consider air pollution, noise, heat, loss of tree canopy, etc. caused by the highway. Modern design techniques can limit even this minimal impact.

4. County master plans call for the ICC trail to pass through stream valley parks along with the ICC.

5. The Environmental Protection Agency and the Army Corps of Engineers, two agencies tasked with assessing environmental impacts of the ICC, are on record saying the trail could be built in an environmentally sensitive way through the parks traversed by the ICC.

6. Trails are in such demand that they are bursting at the seams ? look at the Capital Crescent Trail.

7. The trail is conceived as part of a proposed Maryland statewide trail reaching from Annapolis to Cumberland, along with the WB&A trail, C&O Canal towpath, etc.

Peter Burkholder  
7101 Bridle Path Lane  
3rd Floor  
Hyattsville, MD, MD 20782

301-594-2266



## MCP-Chairman

---

**From:** Matthew Jones [mjones@drintl.com]  
**Sent:** Monday, July 07, 2008 12:36 PM  
**To:** MCP-Chairman  
**Subject:** Please support a continuous cycling trail along the ICC

**RECEIVED**  
0730  
JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson,

I am writing to ask that you support a continuous trail along the Inter-County Connector. In considering environmental issues with the trail, consider that the trail would attract commuting cyclists that would otherwise travel by auto along the ICC. Furthermore, many park users would now bicycle or walk along the trail to arrive at the parks, reducing particulate emissions near the parks and reducing the need for increases in parking space (perhaps even some parking could be eliminated!). With this in mind, and also the tremendous recreational opportunity provided by the trail, please urge your colleagues to support a continuous trail along the ICC.

Thank you for your consideration,

**Matthew R. Jones**  
D&R International, Ltd.  
1300 Spring Street, Suite 500  
Silver Spring, MD 20910  
Main: 301.588.9387, ext. 1039  
Direct: 301.628.2039  
Fax: 301.588.0854

[www.drintl.com](http://www.drintl.com)

At D&R, we cultivate changes that improve the environment and the quality of people's everyday lives.

*Live lightly: [www.GreenZag.com](http://www.GreenZag.com). A new direction in green living for the Washington-Baltimore region.*

**MCP-Chairman**

---

**From:** Iraima Alonso [iraimalonso@gmail.com]  
**Sent:** Monday, July 07, 2008 12:39 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

Dear Chairman Hanson:

I respectfully urge you to support a trail along the full length of the ICC.

Iraima Alonso  
6304 Wisconsin Avenue  
3rd Floor  
Chevy Chase, MD 20815

301-641-7031

**RECEIVED**  
JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

**MCP-Chairman**

---

**From:** Patrick Dobak [dobak.pat@epa.gov]  
**Sent:** Monday, July 07, 2008 12:40 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

**RECEIVED**  
JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATION & CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

With regard to the ICC development, it would make more environmental sense to delete the highway and build the hiker/biker trail. The plan, in its current state is fodder for News of the Wierd under the category "Unclear on the concept". Reference to your proposed plan may already have appeared in this national column.

Apparently you have not considered the benefits of reduction of highway runoff associated with reduction in automobile traffic. How about differential air quality from traffic reduction? Bicycle traffic along the Crescent Trail is getting so heavy that a speed limit is now being imposed. Traffic along all the other continuous trail corridors in the region are showing similar trends. With energy costs skyrocketing, alternative transportation is the wave of the future (except, apparently, in Montgomery County). Bicycle trails save the need to add lanes. A fractured trail system is next to useless. If you miss this opportunity now, you will be hurting the county in the long run. Trail access was the most important consideration in the purchase of my current home in Cabin John. I have no doubt that property values adjacent to bike commuter corridors will differentially enhance values far beyond the cost of construction and maintenance.

I believe that the real reason that the trail is not being adequately supported is that trails are too cheap to build and maintain for county and state beauocrats to build a successful management career on. The county seems to have punted on completing the Silver Spring-Union Station trail as well.

Please demonstrate an ability to plan for the future and support the construction of a comprehensive adjacent hiker/biker trail.

Patrick Dobak

Patrick Dobak  
13 Ericsson Road  
3rd Floor  
Cabin John, MD 20818

703/308-8180

**MCP-Chairman**

---

**From:** Brian Beard [brian.beard@fda.hhs.gov]  
**Sent:** Monday, July 07, 2008 12:40 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

**RECEIVED**  
JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

If there is going to be an ICC then I support the original plan for a complete bicycle trail along the ICC. To do otherwise could only be justified by short-sighted petty political considerations. In the last year national bicycle usage has surged due to the increasing cost of gasoline. Many more people would leave their cars behind and bike IF THERE WAS A SAFE PATHWAY FOR BICYCLES. The bike path IS environmentally positive - not negative.

Brian Beard  
10600 Lilac Place  
3rd Floor  
Silver Spring, MD 20903

301-796-2469

**MCP-Chairman**

---

**From:** Julie Siegel [jsiegel@acf.hhs.gov]  
**Sent:** Monday, July 07, 2008 12:41 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

**RECEIVED**  
JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

The notion of eliminating the bike trail along the ICC because THAT element of the project is unfriendly to the environment is not just ridiculous, it is an unconditionable affront to good government and the intelligence of the Montgomery County electorate. We could debate, and have, the environmental costs of building another multi-lane highway itself in the form of the ICC, but to do away with the one vestige of environmental good in the whole project by proposing to eliminate key segments of the bike trail is an ill-considered proposal.

I urge you in the strongest terms to reject any proposal that would keep ICC bike trail from being one continuous trail. If we have to have another giant scar on our landscape filled with polluting cars, at least we should get a really good bike trail out of it as well. The more we bike, the farther we bike safely, the less we pollute and the stronger our County is. Please make it easier, not harder for Montgomery County residents to get some exercise and get where they are going at the same time, all while reducing our dependence on oil.

Thank you.

Sincerely,

Julie Siegel  
Takoma Park, MD

Julie L Siegel  
6607 Gude Avenue  
3rd Floor  
Takoma Park, MD 20912

202-205-4777

## MCP-Chairman

---

**From:** Raymond Peterson [peterson@celadonlabs.com]  
**Sent:** Monday, July 07, 2008 12:42 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

Dear Chairman Hanson:

It is morally reprehensible to claim that a narrow hiker/biker trail that can be used for human powered transportation causes the ICC project to exceed environmental limits. If you had your priorities in order and built a high-speed bikeway/walkway first, it would be the proposed gasway that exceeds environmental limits. Moreover, including the hiker/biker trail in the approved plan but then eliminating it appears to me to be a purposeful fraud.

Raymond Peterson  
10 Lake View Circle  
3rd Floor  
Greenbelt, MD 20770

301.345.4428

**RECEIVED**  
JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

## MCP-Chairman

---

**From:** Quincy Yuen [quincy.yuen@gmail.com]  
**Sent:** Monday, July 07, 2008 12:42 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

Dear Chairman Hanson:

In the age where energy costs are an increasing concern and the environment is in danger from the increase of greenhouse gases, it is patently irresponsible for there to be consideration for removing parts of the proposed bike trail along the ICC.

If the Montgomery County Planning board were sincere in their desire to help the environment, there would be no question in including a trail along the full length of the ICC. In fact, a series of disconnected trails would render the trail project useless as it would be deemed more of a hassle than an encouragement for use.

The ICC Bike trail is a once in a lifetime opportunity for the county to show a commitment to the environment in general and the health of its citizens. Please don't turn your back on those issues.

Quincy Yuen  
18929 Blue Heron Lane  
Gaithersburg, MD 20879

**RECEIVED**  
JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

**MCP-Chairman**

---

**From:** John Lawrence [johnlv12@yahoo.com]  
**Sent:** Monday, July 07, 2008 12:43 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

Dear Chairman Hanson:

Please keep the bike trail along side the ICC the entire length of the ICC. Do not make bikers ride on surface roads- it is too dangerous.

John Lawrence  
3406 dulaney pl  
3rd Floor  
burtonsville, MD 20866

3014210361

**RECEIVED**

**JUL 07 2008**

**OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION**



## MCP-Chairman

---

**From:** Ian Litmans [ianlitmans@verizon.net]  
**Sent:** Monday, July 07, 2008 12:46 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

Dear Chairman Hanson:

Please do not support the Amendment which will change the MasterPlan and break up the trail along the ICC. The detours will be the exact deterrent which will prevent new riders from considering commuting by bike which can seriously address our health, environmental and traffic problems.

Please keep the ICC's bike trail in the Master Plan as it currently exists. It can be built in such a way as to reduce environmental problems. It's absence as a complete trail will only add to them, further deterring people from commuting by bicycle.

Ian Litmans  
1517 Live Oak Dr.  
Silver Spring, MD 20910.

Ian Litmans  
1517 Live Oak Dr,  
3rd Floor  
Silver Spring, MD 20910

3015204742

**RECEIVED**  
JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

## MCP-Chairman

---

**From:** Maya Lachman [mlachman@4HCenter.org]  
**Sent:** Monday, July 07, 2008 12:49 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

RECEIVED  
JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:  
Please SAVE our Bike Path!

With the high price of gas we need to be looking for transportation solutions that go beyond the motor vehicle. The ICC trail would be super transportation for cyclists ? rapid, direct, safe. Highway & park trails avoid intersections, traffic lights and driveway crossings.

The ICC Trail is a once in a lifetime opportunity to build a significant new bike and pedestrian facility in the county.

The trail is just a small fraction of the overall highway footprint ? 5%-10% of its paved surface ? and much less if you consider air pollution, noise, heat, loss of tree canopy, etc. caused by the highway. Modern design techniques can limit even this minimal impact.

County master plans call for the ICC trail to pass through stream valley parks along with the ICC.

The Environmental Protection Agency and the Army Corps of Engineers, two agencies tasked with assessing environmental impacts of the ICC, are on record saying the trail could be built in an environmentally sensitive way through the parks traversed by the ICC.

Trails are in such demand that they are bursting at the seams ? look at the Capital Crescent Trail.

The trail is conceived as part of a proposed Maryland statewide trail reaching from Annapolis to Cumberland, along with the WB&A trail, C&O Canal towpath, etc.

All the best,  
Maya Lachman  
4750 Chevy Chase Drive  
Chevy Chase, MD 20815

Maya Lachman  
7100 Conn. Ave  
3rd Floor  
Chevy Chase, MD 20815

301-961-2991

## MCP-Chairman

---

**From:** Pamela Blumenthal [pdblumenthal@att.net]  
**Sent:** Monday, July 07, 2008 12:43 PM  
**To:** MCP-Chairman  
**Cc:** Councilmember.Berliner@montgomerycountymd.gov; ike.leggett@montgomerycountymd.gov  
**Subject:** ICC Bike Trail

Chairman Hanson,

I am dismayed to learn that actors in Montgomery County are once again trying to put into effect a plan that not only fails to encourage bicycling but does not provide safe routes for cyclists. With the county's concerns about the environment and people's health, creating and maintaining walking and cycling paths are essential since paths enable people to reduce vehicle usage and stay fit.

By this letter, I request that the Planning Commission take whatever actions it has at its disposal to ensure that development of the Inter County Connector includes the originally planned trail, which was designed to be safe. Any need to limit development to address concerns about environmental impact should be met first through changes to the roadway design rather than trails. My husband and I ended up in the emergency room after both being hit by a driver in a car who said she didn't see us. We were fortunate -- after two years, the injuries that can heal have healed, but the trauma remains. I cannot stress strongly enough the importance of routes for cyclists that are safe from motorized vehicles. Montgomery County has a wonderful opportunity with the ICC to put into place another trail for cyclists and walkers. Please don't let this opportunity pass. The significant usage of the Capital Crescent Trail should be an indication of the need for and the importance of a safe trail for recreational and commuting use for Montgomery County residents.

I apologize for the email rather than a letter, but only learned of the changes to the plan today and have not received full information on those plans. Nevertheless, I wanted to provide my input before the hearing on Thursday. Please feel free to contact me at [pdblumenthal@att.net](mailto:pdblumenthal@att.net) or 7920 Lynbrook Drive, Bethesda, MD 20814 if you would like any additional information.

Sincerely,

Pamela Blumenthal

**RECEIVED**  
JUL 07 2008  
OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

## MCP-Chairman

---

**From:** Richard Price [richard.price@med.va.gov]  
**Sent:** Monday, July 07, 2008 1:03 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

Dear Chairman Hanson:

As a resident of Maryland, I have suffered through a very long legislative process for the ICC project to come to fruition. I still hope to see it within my lifetime. I have discovered the incredible health benefits of cycling. This country has an epidemic of obesity and diabetes. If you travel much to foreign lands you will find extensive networks of cycling routes. You will also find the cycling is a major means of transportation. For health, economic, and environmental reasons I strongly urge you to promote the complete cycling route for the ICC.

Richard Price  
7913 Wingate Drive  
Glenn Dale, Maryland  
20769  
[wingate\\_1@verizon.net](mailto:wingate_1@verizon.net)

Richard Price  
7913 Wingate Drive  
Glenn Dale, MD 20769

**RECEIVED**  
JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

## MCP-Chairman

---

**From:** Kathy Daniel [kathy.daniel@cavtel.net]  
**Sent:** Monday, July 07, 2008 1:02 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

Dear Chairman Hanson:

Please support a spectacular 18-mile hiker-biker trail from Gaithersburg to Laurel along the Inter-County Connector highway, which has been promised to bicyclists and walkers for many years and is in the master plan. The trail would be a boon to environmentally friendly transportation, linking together many parts of Montgomery and Howard counties.

I think we were deceived so that we would support the ICC. With the ink barely dry on the approvals, the Planning Board is poised to eliminate large sections of the trail -- because they say it will cause environmental impacts! While roads are frequently built without considering cumulative environmental impacts, the Planning Board staff are saying -- with straight faces -- that a nature trail may be the "straw that breaks the camel's back." Apparently a six-lane highway is environmentally acceptable as long as it doesn't include a parallel bike path.

Instead, the Planning Board staff is supporting a series of disconnected trail segments. To get from one segment to the next, the planners propose detours along arterials like New Hampshire Avenue, exposing trail users to countless dangerous intersections and driveways. This would destroy the trail's appeal and transportation value. I highly recommend that the staff take a "field trip" to see what this experience would be like. Since police have started riding bicycles in downtown DC I've noticed a lot of improvements.

Most egregious of all, the Planning Board staff have indicated they will remove the missing trail sections from the county master plan, preventing them from ever being built. The contiguous trail that is in the master plan must stay in the plan!

I would like to express my opinion to the Board in person by testifying this Thursday, July 10, at the hearing. Please contact me at 301-906-3337 to let me know if this is possible. If not, please submit my letter as my testimony.

Thank you so much for your support of a contiguous 18-mile hiker-biker trail along the Inter-County Connector highway. Research has shown that trail use for transportation is exponentially greater if the trail is not broken up.

Kathy Daniel  
110 Valley Road  
Bethesda, MD 20816

**RECEIVED**

JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

**MCP-Chairman**

---

**RECEIVED**

**JUL 07 2008**

**OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION**

**From:** Richard Price [richard.price@med.va.gov]  
**Sent:** Monday, July 07, 2008 1:03 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

Dear Chairman Hanson:

As a resident of Maryland, I have suffered through a very long legislative process for the ICC project to come to fruition. I still hope to see it within my lifetime. I have discovered the incredible health benefits of cycling. This country has an epidemic of obesity and diabetes. If you travel much to foreign lands you will find extensive networks of cycling routes. You will also find the cycling is a major means of transportation. For health, economic, and environmental reasons I strongly urge you to promote the complete cycling route for the ICC.

Richard Price  
7913 Wingate Drive  
Glenn Dale, Maryland  
20769  
wingate 1@verizon.net

Richard Price  
7913 Wingate Drive  
Glenn Dale, MD 20769

## MCP-Chairman

---

**From:** chip schwartz [chipschwartz@verizon.net]  
**Sent:** Monday, July 07, 2008 1:04 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

**RECEIVED**  
JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

PLEASE reconsider and support the full ICC bike trail. There may never be a chance to go back, and we are entering a period of oil-addicted crises. We will see people in the millions looking for cleaner, healthier, and more affordable transportation in the coming decades, and a lack of foresight now will have devastating effects to our populace and economy decades into the future. Please think about the implications of such a choice. I urge you to fully support the ICC bike trail, then go to work to find similar trail opportunities along the other freeways in the region. For many, this may become their primary choice of transportation for the foreseeable future.

# With the high price of gas we need to be looking for transportation solutions that go beyond the motor vehicle. The ICC trail would be super transportation for cyclists ? rapid, direct, safe. Highway & park trails avoid intersections, traffic lights and driveway crossings.

# The ICC Trail is a once in a lifetime opportunity to build a significant new bike and pedestrian facility in the county.

# The trail is just a small fraction of the overall highway footprint ? 5%-10% of its paved surface ? and much less if you consider air pollution, noise, heat, loss of tree canopy, etc. caused by the highway. Modern design techniques can limit even this minimal impact.

# County master plans call for the ICC trail to pass through stream valley parks along with the ICC.

# The Environmental Protection Agency and the Army Corps of Engineers, two agencies tasked with assessing environmental impacts of the ICC, are on record saying the trail could be built in an environmentally sensitive way through the parks traversed by the ICC.

# Trails are in such demand that they are bursting at the seams ? look at the Capital Crescent Trail.

chip schwartz  
9612 hjarvest knolls way  
3rd Floor  
gaithersburg, MD 20882

301-461-4584

**MCP-Chairman**

---

**From:** Mark Green [markevangreen@hotmail.com]  
**Sent:** Monday, July 07, 2008 1:07 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

**RECEIVED**  
JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

Please support the full trail. Countless cars could be taken off the road allowing people to commute by bike. Please don't make an environmentally unresponsible decision.

Mark Green  
4808 Moorland Lane, #202  
Apt #202  
Bethesda, MD 20814

5713310981



**MCP-Chairman**

---

**From:** Jason Kimelman-Block [jasonk@panim.org]  
**Sent:** Monday, July 07, 2008 1:08 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

Dear Chairman Hanson:

Jason Kimelman-Block  
7981 Eastern Avenue #216  
3rd Floor  
Silver Spring, MD 20910

**RECEIVED**  
JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

**MCP-Chairman**

**From:** Rohn Brown [REB3@nrc.gov]  
**Sent:** Monday, July 07, 2008 1:13 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

**RECEIVED**  
JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

As a taxpayer in Montgomery County, I am more quite concerned about the decision-making being conducted by the MC Planning Board.

PROMOTION of the ICC Bike Trail should be a top priority of the Planning Board. At a fraction of the budget, the difference between the ICC Bike Trail as previously proposed in the rag-tag proposal the Board is now advocating, I can't imagine that the Planning Board staff is now saying may be the "straw that breaks the camel's back" is shameful, at best.

This is an OPPORTUNITY for the Planning Board to be viewed as forward-thinking and progressive. Taking on, and taking into consideration, the most serious issues that patriotic Americans now face... Traffic congestion, air quality & climate change, offering a great opportunity for MC residents to improve their health & well-being through bicycling exercise that has been proven to improve overall health and the strain on the Healthcare system.

Providing inadequate funding for this opportunity would demonstrate the short-sightedness that goes hand-in-hand with poor leadership. I have faith that you will demonstrate the vision needed for quality leadership that MC Residents deserve and want to support.

And although I can't say for sure, I would be very surprised if some of the more "assertive" promoters of biking and climate change (such as Critical Mass) would take a poor decision such as not funding the ICC Bike Path "sitting down" (no pun intended).

I implore you to "Do the Right Thing" here. The funding is needed and the time is now.

Thank You

Rohn Brown  
1522 Blue Meadow Road  
3rd Floor  
Potomac, MD 20854

301-775-0010

## MCP-Chairman

---

**From:** Peter Burkholder [pburkholder@gmail.com]  
**Sent:** Monday, July 07, 2008 1:12 PM  
**To:** MCP-Chairman  
**Subject:** Save the ICC SP-40 shared-use path

**RECEIVED**  
JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

I'm writing to register my strong disapproval of a recent proposal to modify the SP-40 path.

First, to suggest that the environmental impacts of a bike path are unsustainable, compared to those of multi-lane highway, is patently absurd.

Second, the deviations proposed would be severely detrimental to the aesthetics of the shared-use path.

Third, it would subject path users to more traffic, more noise, higher temperatures, less shade, and longer distances than the original alignment.

Thanks for your attention.

Regards,

Peter Burkholder  
7101 Bridle Path Lane  
Hyattsville, MD  
20782

## MCP-Chairman

---

**From:** Anke Meyer [ankesmeyerd@yahoo.com]  
**Sent:** Monday, July 07, 2008 12:53 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

**RECEIVED**  
JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

With the high price of gas we need to be looking for transportation solutions that go beyond the motor vehicle. The ICC trail would be super transportation for cyclists ? rapid, direct, safe. Highway & park trails avoid intersections, traffic lights and driveway crossings.

The ICC Trail is a once in a lifetime opportunity to build a significant new bike and pedestrian facility in the county.

The trail is just a small fraction of the overall highway footprint ? 5%-10% of its paved surface ? and much less if you consider air pollution, noise, heat, loss of tree canopy, etc. caused by the highway. Modern design techniques can limit even this minimal impact.

County master plans call for the ICC trail to pass through stream valley parks along with the ICC. But the Maryland State Highway Administration decided to include a trail for only 7 miles of the ICC's total 18 mile length. They said the disjointed sections should be connected by a mix of circuitous detours along unsuitable roads like New Hampshire Avenue and East Randolph Road. These would expose trail users to countless dangerous intersections and driveway crossings, thereby ruining the appeal and transportation value of the trail. This is not acceptable.

Please note that the Environmental Protection Agency and the Army Corps of Engineers, two agencies tasked with assessing environmental impacts of the ICC, are on record saying the trail could be built in an environmentally sensitive way through the parks traversed by the ICC.

I hope you will support the building of the full ICC trail which is conceived as part of a proposed Maryland statewide trail reaching from Annapolis to Cumberland, along with the WB&A trail, C&O Canal towpath, etc.

Anke Meyer  
7026 Hunter Lane  
3rd Floor  
Hyattsville, MD 20782

301-779-3214

## MCP-Chairman

**From:** Jennifer Haliski [jja100miles@yahoo.com]  
**Sent:** Monday, July 07, 2008 2:55 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

**RECEIVED**  
0731  
JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

I couldn't believe what I was reading when I received an email today from the Washington Area Bicyclists' Association telling me that the Montgomery County Planning Board is poised to eliminate huge sections of the planned trail along the Inter-County Connector highway (ICC). In a time of \$4 per gallon gasoline, we need to devote more resources, not less, in our state and County to protecting the safety of the most vulnerable road users: pedestrians and cyclists.

Cycling is one of a range of transportation alternatives to a car that improves mobility options for everyone. Together with walking and public transportation, cycling provides another environmentally friendly option for covering longer distances. According to the National Household Transportation Survey conducted by the Census Bureau, 40% of all trips in the U.S. are shorter than two miles. More than 80% of those are made by private motor vehicles. People simply get into their cars to make all their trips, even if there might be a better tool available. Cycling can easily be used to accomplish these trips, which are too long to walk but might be too short for public transportation. The neighborhoods that would be served by the ICC would benefit greatly by a connecting bike and walking path that could allow them to more easily make these types of trips without using cars.

The number one barrier to increased cycling is the perception that it is unsafe. The biggest change we can make to encourage cycling is to give pedestrians and cyclists separate paths, away from cars, that connect them to public transit. Many people do not feel safe on the road where bikes by law are entitled to be until there are safe and convenient designated or separated bike lanes. These slow streets that protect vulnerable road users including cyclists, pedestrians, children, and individuals with limited or slower mobility are often called "bicycle boulevards." A protected bike path along the entire length of the ICC would avoid intersections, traffic lights, and driveway crossings would also become such a bicycle boulevard. Look at the popularity of the Capital Crescent Trail for both commuting and recreation! Disjointed sections of trail, connected by a mix of circuitous detours along unsuitable roads like New Hampshire Avenue and East Randolph Road, would expose trail users to countless dangerous intersections and driveway crossings, thereby ruining the appeal and transportation value of the trail.

The trail is just a small fraction of the overall highway footprint - 5%-10% of its paved surface - and much less if you consider air pollution, noise, heat, loss of tree canopy, etc. caused by the highway. Modern design techniques can limit even this minimal impact. In addition, the benefits to the environment of increased cycling and walking along the continuous trail must be considered in the assessment of the overall impact.

A few of the benefits of increased cycling and walking, which the Planning Board would encourage by keeping a trail along the full length of the ICC include:

1. Improved mobility options for everyone;
2. Improved traffic safety and more livable neighborhoods;
3. Integrate physical activity into a daily routine, resulting in improved health and fighting obesity and health care costs;
4. Reduced air, water, and ground pollution; less noise; less disruption of natural ecosystems;
5. Reduced traffic congestion, energy use, parking needs;
6. Reduced greenhouse gasses.

Please do not adopt this very misguided approach in a region suffering from too many cars and too few transportation alternatives. Preserve the master plan and support the full trail!

As a bike commuter, I hope that I will soon be able to bike along the continuous, 18-mile ICC trail.

Jennifer Haliski  
10209 Calumet Drive  
Silver Spring, MD 20901

**MCP-Chairman**

**From:** Lawrence Bleau [biker20740@earthlink.net]  
**Sent:** Monday, July 07, 2008 2:57 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

**RECEIVED**  
JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

The only reason I supported the ICC was that it would include an adjacent bike trail. Later that was removed and we were assured the trail would be built at a later date. If the Planning Board is to be trusted, it cannot go back on promises such as these. The Planning Board owes it to residents, trail users, and citizens - both current and future - of all stripe to be consistent and reasonable in its decisions. A decision to allow a wide road but not a small trail on environmental grounds flies in the face of common sense. I encourage you to do the right thing and keep the ICC adjacent trail in the master plan.

Lawrence Bleau  
COMPUTER PROGRAMMER  
4901 Niagara Road  
College Park, MD 20740

301/474-1338

**MCP-Chairman**

---

**From:** Dave Bender [dave@davebenderhomes.com]  
**Sent:** Monday, July 07, 2008 3:15 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

**RECEIVED**  
JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:  
Dear Chairman,

As an avid cyclist and area Realtor, I found the idea to eliminate the bike trail from the ICC plan utterly foolish and short sighted. Bicycling is an exceptional cardiovascular exercise, great for the environment, and just plain helps people to get outside instead of sitting in front of their TV's and computers. I am not interested in hearing any political bantering or excuses, we have had enough of that. Just get the job done and put the complete hiking/biking path back in the plans. To do otherwise is to ignore your duty to the community.

Dave Bender

Dave Bender  
18416 Crownsgate Circle  
Germantown, MD 20874



**MCP-Chairman**

---

**From:** Todd Hardin [wt62@mac.com]  
**Sent:** Monday, July 07, 2008 3:19 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

**RECEIVED**  
JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

With the high price of gas we need to be looking for transportation solutions that go beyond the motor vehicle. The ICC trail would be super transportation for cyclists ? rapid, direct, safe. Highway & park trails avoid intersections, traffic lights and driveway crossings.

The ICC Trail is a once in a lifetime opportunity to build a significant new bike and pedestrian facility in the county.

The trail is just a small fraction of the overall highway footprint ? 5%-10% of its paved surface ? and much less if you consider air pollution, noise, heat, loss of tree canopy, etc. caused by the highway. Modern design techniques can limit even this minimal impact.

County master plans call for the ICC trail to pass through stream valley parks along with the ICC.

The Environmental Protection Agency and the Army Corps of Engineers, two agencies tasked with assessing environmental impacts of the ICC, are on record saying the trail could be built in an environmentally sensitive way through the parks traversed by the ICC.

Trails are in such demand that they are bursting at the seams ? look at the Capital Crescent Trail.

The trail is conceived as part of a proposed Maryland statewide trail reaching from Annapolis to Cumberland, along with the WB&A trail, C&O Canal towpath, etc.

Todd Hardin  
10714 Brewer House Rd  
Rockville, MD 20852

**MCP-Chairman**

**From:** Bill Norwood [bnorwood@umd.edu]  
**Sent:** Monday, July 07, 2008 1:14 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

**RECEIVED**  
JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

I am requesting that you support retaining the full-length biker trail along the ICC as was included in the original master plan. Surely this biker trail would be one of the few things that the ICC would have going for it in the views of persons concerned about the environment. Thanks for your consideration. Bill Norwood

Bill Norwood  
6B Parkway  
3rd Floor  
Greenbelt, MD 20770

301-405-6006w

## MCP-Chairman

**From:** Dan Leggett [dleggett@rcn.com]  
**Sent:** Monday, July 07, 2008 1:20 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

**RECEIVED**  
JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

It is astounding that the Planning Board can approve an environmental disaster like the ICC (due to its promotion of sprawl and an automobile dependent society) and then consider striking the accompanying trail due to environmental concerns! Do not strike trails from the plan.

I live in North Chevy Chase and work just south of Columbia. I ride my bicycle to or from work a hand full of times a year. This 25 mile trip crosses the ICC route. I can personally attest that provisions for cyclists on most mid-county roads are woefully inadequate. There is a reasonable bike lane along a stretch of Layhill Road, but this is still an uncomfortable ride due to the speed of traffic a mere few feet away.

Intersections are another issue. A cyclist must choose between taking the added time to use the cross walks and pedestrian signals or taking the risk of using a travel lane. Some major intersections in the northeast part of the county are even worse since the pedestrian crossing seems barely an afterthought (Norwood & Norbeck Roads).

Any bikeway that is separated from a roadway is FAR SUPERIOR to one adjacent to automobile lanes. Quite frankly, I would ride my bicycle to or from work many more times per year if the route were more favorable for cycling. I would venture to say there a good number of cyclists that commute cross-county who are of a similar mind.

Do not strike the current plan for a trail along the ICC. Cycling routes along busy local roads are inferior to separate trails suitable for bicycle commuting.

Dan Leggett  
8737 Susanna Lane  
Chevy Chase, MD 20815

**MCP-Chairman**

---

**From:** Aleksey Vysokolov [vysokolov@yahoo.com]  
**Sent:** Monday, July 07, 2008 1:20 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

Dear Chairman Hanson:  
Please save the ICC trail!

Aleksey Vysokolov  
11938 Bargate ct.  
3rd Floor  
Rockville, MD 20852

301-881-9545

**RECEIVED**  
JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

**MCP-Chairman**

---

**From:** Benjamin Foster [foszter@gmail.com]  
**Sent:** Monday, July 07, 2008 1:24 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

**RECEIVED**  
JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

I am surprised that the bike trail plan continues to be hacked to death. Mid-Maryland could be an exemplary region if its planners provide transportation options when considering infrastructure development. The bike trail, instead of contributing to the area's destruction (as the ICC will be guaranteed to do), will more closely link the people of the region with the land around it. I'm sure this has been covered in the EPA's report.

On the other hand, yet another sixle of the state to the beautiful land and communities around them by means of a full bike path along the ICC would go a long, long way to avoid that frightening fate.

Benjamin Foster  
7A Laurel Hill Road  
Greenbelt, MD 20770

**MCP-Chairman**

---

**From:** Louis Hostler [lhostler@bread.org]  
**Sent:** Monday, July 07, 2008 1:25 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

**RECEIVED**  
JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

I'm very concerned about the possibility that the hiker/biker trail originally planned to parallel the ICC will not be completed or will not be built at all.

At a time of high gas prices, ever growing dependency on fuels that foul the environment, growing waist lines and health problems for many, Americans need to be encouraged to take forms of transportation other than their individual car to get to work. Mass transit is certainly one solution. Another is the use of bikes. I regularly commit to work by bike, mass transit or a combination of both. Besides saving me money, it has allowed me to remain healthy.

If the reason for not building the trail is concern over environmental destruction, what about the ICC itself? The road portion of the project is far more destructive and is going to encourage more Americans to get in their car to get from point A to point B. We need something to counteract this road. A complete hiker/biker trail seems to be a very reasonable solution.

Thank you for your time and consideration in this matter.

Louis Hostler  
2133 Bucknell Ter  
Wheaton, MD 20902

Louis Hostler  
2133 Bucknell Ter  
3rd Floor  
Wheaton, MD 20902

301-942-9381

**MCP-Chairman**

---

**From:** Shannen Hill [shill@umd.edu]  
**Sent:** Monday, July 07, 2008 1:28 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

**RECEIVED**  
JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

I appreciate your interest in feedback from the community. As a mother of two young boys, ages 3 and 5, who bicycles daily with them in tow, I am concerned that the changes to the ICC trail will create risks to our well-being. I am a long-time environmentalist and cyclist (nearly 20 years now) who feels pleased with the direction that most urban planners are taking now that awareness of alternate energy is growing. I prefer using my own energy to move about, and I am determined to instill this value in my children. Should the committee you chair renege on its promise to provide SAFE and contiguous paths for biking along the ICC, it will be taking a giant step backward. Please... PLEASE... do not change direction on this issue. There are far more cyclists out there than the committee may realize, and many more in the generations to come.

Shannen Hill  
University of Maryland  
College Park, MD 20742

**MCP-Chairman**

**From:** Emma Barrios [emmabarrios@gmail.com]  
**Sent:** Monday, July 07, 2008 1:32 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

**RECEIVED**  
JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

As a Montgomery County resident who travels cross county (from east to west) everyday for work I am STRONGLY opposed to the removal of the hiker-biker trail from the ICC plan. We are in a time where the cost of fuel and time spent sitting in traffic places strain on many families. Clearly it would be in the publics best interest to offer less costly, less time consuming alternatives to car travel. I have considered numerous times making my cross county commute on my bike; however, the lack of safe routes to do so has made this impossible for me. It would be so wonderful for county residents to have OPTIONS with respect to transportation cross county (and I do mean more than just the ICC or not the ICC).

Thank you for your time,

Emma Barrios  
1006 Somerset Lane  
3rd Floor  
Silver Spring, MD 20904

301-221-0705



**MCP-Chairman**

---

**From:** Dave Vannier [dvannier@yahoo.com]  
**Sent:** Monday, July 07, 2008 2:06 PM  
**To:** MCP-Chairman  
**Subject:** Support the full ICC pedestrian/bicycle trail

**RECEIVED**  
JUL 07 2008

Dear Chairman Hanson:

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

I live and work in Montgomery County. I urge you to support a pedestrian/bicycle trail that runs the full length of the proposed Inter-County Connector highway. I know I am not the only Montgomery County resident who would like to see my tax dollars used for safe transportation alternatives to traveling by car.

Thank you.

Sincerely,

Dave Vannier  
Bethesda, MD

**MCP-Chairman**

---

**From:** Dave Vannier [dvannier@yahoo.com]  
**Sent:** Monday, July 07, 2008 2:00 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

**RECEIVED**  
JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
EMERSON BUILDING

Dear Chairman Hanson:

I live and work in Montgomery County. I urge you to support a pedestrian/bike trail that runs the full length of the proposed Inter-County Connector highway. I know I am not the only Montgomery County resident who would like to see my tax dollars used for safe transportation alternatives to traveling by car.

Thank you.

Dave Vannier  
Bethesda, MD

Dave Vannier  
4904 Earlston Dr  
3rd Floor  
Bethesda, MD 20816

3014968741

**MCP-Chairman**

---

**From:** Peter Mathers [pmathers@pmathers.com]  
**Sent:** Monday, July 07, 2008 1:45 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

**RECEIVED**  
JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

I can't believe the circuitous reasoning and bad policy reflected in proposing to eliminate parts of the previously approved, continuous ICC trail. The trail does not make the road worse - it makes it better by providing additional and alternate non-polluting and gas-free uses. Support the full trail and, at a minimum, do not remove the trail from the Master Plan so that the option remains for future implementation.

Peter R Mathers  
3213 Flushing Meadow Terrace  
3rd Floor  
Chevy Chase, MD 20815

202-997-1573

## MCP-Chairman

---

**From:** Len Singel [len.singel@myhelio.com]  
**Sent:** Monday, July 07, 2008 2:22 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

RECEIVED  
JUL 07 2008

Dear Chairman Hanson:

With the high price of gas we need to be looking for transportation solutions that go beyond the motor vehicle. The ICC trail would be super transportation for cyclists ? rapid, direct, safe. Highway & park trails avoid intersections, traffic lights and driveway crossings. Families also need a place to bike together, in safety, and enjoy nature. Don't kill this opportunity to commune with nature, get in shape and come together as families and communities.

The ICC Trail is a once in a lifetime opportunity to build a significant new bike and pedestrian facility in the county.

The trail is just a small fraction of the overall highway footprint 5%-10% of its paved surface and much less if you consider air pollution, noise, heat, loss of tree canopy, etc. caused by the highway. Modern design techniques can limit even this minimal impact.

County master plans call for the ICC trail to pass through stream valley parks along with the ICC.

The Environmental Protection Agency and the Army Corps of Engineers, two agencies tasked with assessing environmental impacts of the ICC, are on record saying the trail could be built in an environmentally sensitive way through the parks traversed by the ICC.

Trails are in such demand that they are bursting at the seams look at the Capital Crescent Trail.

Len Singel  
8304 16th Street #107  
Silver Spring, MD 20910

**MCP-Chairman**

---

**From:** Alison Dewey [alison@bikeleague.org]  
**Sent:** Monday, July 07, 2008 1:49 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

**RECEIVED**  
JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

I write to express my concern for the livelihood of the full ICC Bike Trail and the Montgomery County Planning Board's poor decision to question its future. Montgomery County residents need a bike and pedestrian facility such as the ICC, we deserve alternative options for transportation, and demand a solution that goes beyond motor vehicles.

I fully support the ICC trail as it was originally proposed. It will help reduce traffic, improve public health, decrease carbon emissions, and connect our communities in a calm and natural way.

Thank you for keeping the full ICC trail in the plans.

Alison A. Dewey

Alison Dewey  
5003 Macon Rd  
Rockville, MD 20852

**MCP-Chairman**

**From:** Mary Gitnick [gitnick@verizon.net]  
**Sent:** Monday, July 07, 2008 1:57 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

**RECEIVED**  
JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

Please support the ICC bicycle trail. I am a frequent user of bicycle trails in Montgomery County. Frequently I bike to work and on the weekends ride for exercise. As an older woman, I am 56, I find riding on paths adjacent to major streets to be intimidating. I do not ride very fast and crossing major intersections can be difficult. The county supports many types of recreational activities. But biking is the only one that I use.

If Montgomery County really wants to be environmentally friendly, you should be adding bike routes, not removing them from the master plan. They allow people to get exercise while commuting and also save gas. As the mid-county connector is going to be built, those of us who commute by bicycle need to also have a safe path.

regards,  
Terry Gitnick

Mary Gitnick  
15701 Kanawha Ct  
3rd Floor  
Derwwod, MD 20855

301-948-1013

**MCP-Chairman**

---

**From:** Beatrice Grabowski [bgrabowski@earthlink.net]  
**Sent:** Monday, July 07, 2008 1:54 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

**RECEIVED**  
JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

I am writing to urge you to support the full length of the proposed ICC hiker/biker trail. It is difficult to believe that you feel that a 6-lane highway through natural areas is OK, but that a hiker-biker trail is environmentally damaging. With gas prices at present levels and global heating continuing to degrade our environment and climate, it is both an economic and environmental boon to Maryland citizens to be able to use these trails for recreation, commuting, and shopping. Please keep the trail in the Master Plan.

Thanks for your consideration.

Beatrice Grabowski  
1306 Alderton Lane  
Silver Spring, MD 20906

301/871-0426

**MCP-Chairman**

---

**From:** Marti Scheel [m1s2getlists@yahoo.com]  
**Sent:** Monday, July 07, 2008 1:56 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

**RECEIVED**  
JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

I currently reside in Greenbelt but I won't be at the July 10 hearing regarding the ICC Bike Trail because I will be on my bicycle in a truly bike-friendly place: Portland, Oregon. Why can't the DC METRO area learn from enlightened communities like Portland?

Building the ICC, period, is very offensive to me. But this latest effort to remove the only "consolation prize" to the ICC by cancelling the long-promised full bike trail---this is totally absurd.

The bike path is NOT what will be causing the environmental degradation. If it's finally sinking in that this ICC has too big a footprint, why not do the logical: Cancel the ICC highway and just build the bike path!!

Thank you for your consideration and your time,

Sincerely,

Marti Scheel

Marti L. Scheel  
15J Laurel Hill Road  
Greenbelt, MD 20770

301-441-3451



## MCP-Chairman

---

**From:** David Jorgenson [aboxerfan@excite.com]  
**Sent:** Monday, July 07, 2008 2:09 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

**RECEIVED**  
JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

I urge you to support a bike/hike trail along the full length of the ICC.

With the high price of gas, we Maryland citizens need to be looking for transportation solutions that go beyond the motor vehicle. The ICC trail would provide for significant transportation access for cyclists; it would be rapid, direct, and safe as properly built highway park trails avoid intersections, traffic lights and driveway crossings.

The ICC Trail is a once in a lifetime opportunity to build a significant new bike and pedestrian egress in the county.

The trail is just a small fraction of the overall highway footprint: just 5%-10% of its paved surface ? and much less if you consider air pollution, noise, heat, and loss of tree canopy, etc. caused via the highway. Modern design techniques can limit even this minimal impact.

County master plans call for the ICC trail to pass through stream valley parks along with the ICC.

The Environmental Protection Agency and the Army Corps. of Engineers, two agencies tasked with assessing environmental impacts of the ICC, are on record saying the trail could be built in an environmentally sensitive way through the parks traversed by the ICC.

Therefore, as indicated above, I urge you to support a bike/hike trail along the full length of the ICC.

David Jorgenson  
410-276-6476

David Jorgenson  
1727 Gough Street  
Baltimore, MD 21231

**MCP-Chairman**

---

**From:** Kelly Gray [kw.gray@yahoo.com]  
**Sent:** Monday, July 07, 2008 2:06 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

**RECEIVED**  
0732  
JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

With gas prices at record levels, I ride my bike now more than ever. The Planning Board, as well as the SHA, need to reconsider the value that full trails along the ICC bring to Montgomery County. The practicality of these trails compliments the recreational use they provide. Please, don't short-change our state and our county by making this project any less bike friendly. Do the right thing and stick to the plan that was originally approved. I am sure these trails, like the ICC, can be built in a manner that is not destructive to the natural area.

Thank You

Kelly Gray  
6510 2nd Ave  
Takoma Park, MD 20912

## MCP-Chairman

---

**From:** Alison Dewey [Alison@bikeleague.org]  
**Sent:** Monday, July 07, 2008 2:13 PM  
**To:** MCP-Chairman  
**Subject:** Support for the Full ICC Bike Trail

**RECEIVED**  
JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson,

I write to express my concern for the livelihood of the full ICC Bike Trail and the Montgomery County Planning Board's poor decision to question its future. Montgomery County residents need a bike and pedestrian facility such as the ICC, we deserve alternative options for transportation, and demand a solution that goes beyond motor vehicles.

I fully support the ICC trail as it was originally proposed. It will help reduce traffic, improve public health, decrease carbon emissions, and connect our communities in a calm and natural way.

Thank you for keeping the full ICC trail in the plans.

Alison A. Dewey

Resident of Montgomery County  
5003 Macon Rd  
Rockville, MD 20852

Alison Dewey  
Program Specialist, Bicycle Friendly Communities  
League of American Bicyclists  
1612 K St. N.W., Suite #800  
Washington, DC 20006  
P: 202-822-1333  
F: 202-822-1334  
[alison@bikeleague.org](mailto:alison@bikeleague.org)  
[www.bikeleague.org](http://www.bikeleague.org)

**MCP-Chairman**

**RECEIVED**  
JUL 07 2008

**From:** Karen Weiss [karen.weiss@fda.hhs.gov]  
**Sent:** Monday, July 07, 2008 2:12 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

I urge you to support a full bike trail along the length of the ICC. I can honestly say that bike commuting has changed my life. When my office moved to the White Oak campus and my commute nearly tripled, I didn't know whether to start looking for a new job as I faced the prospect of spending more time in a car, with rising gas prices. I started bike commuting - at first just a few days, and in combination with other mass transportation. Now I make the 35 round trip commute nearly every day and in most types of weather - it one of the best things I have ever done for myself and the environment. I urge you to support the bike trail to run along the length of the ICC. It will not only facilitate bike commuting, but it is essential if we want to reduce our dependence on oil, encourage ecologically friendly transportation, and do what we can for the obesity epidemic.

Karen Weiss  
10215 Nolan Drive  
3rd Floor  
Rockville, MD 20850-3507

240-271-0350

**MCP-Chairman**

---

**From:** David Jorgenson [aboxerfan@excite.com]  
**Sent:** Monday, July 07, 2008 2:09 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

**RECEIVED**  
JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

I urge you to support a bike/hike trail along the full length of the ICC.

With the high price of gas, we Maryland citizens need to be looking for transportation solutions that go beyond the motor vehicle. The ICC trail would provide for significant transportation access for cyclists; it would be rapid, direct, and safe as properly built highway park trails avoid intersections, traffic lights and driveway crossings.

The ICC Trail is a once in a lifetime opportunity to build a significant new bike and pedestrian egress in the county.

The trail is just a small fraction of the overall highway footprint: just 5%-10% of its paved surface ? and much less if you consider air pollution, noise, heat, and loss of tree canopy, etc. caused via the highway. Modern design techniques can limit even this minimal impact.

County master plans call for the ICC trail to pass through stream valley parks along with the ICC.

The Environmental Protection Agency and the Army Corps. of Engineers, two agencies tasked with assessing environmental impacts of the ICC, are on record saying the trail could be built in an environmentally sensitive way through the parks traversed by the ICC.

Therefore, as indicated above, I urge you to support a bike/hike trail along the full length of the ICC.

David Jorgenson  
410-276-6476

David Jorgenson  
1727 Gough Street  
Baltimore, MD 21231

## MCP-Chairman

**From:** Len Singel [len.singel@myhelio.com]  
**Sent:** Monday, July 07, 2008 2:16 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

RECEIVED

JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

With the high price of gas we need to be looking for transportation solutions that go beyond the motor vehicle. The ICC trail would be super transportation for cyclists ? rapid, direct, safe. Highway & park trails avoid intersections, traffic lights and driveway crossings. Families also need a place to bike together, in safety, and enjoy nature. Don't kill this opportunity to commune with nature, get in shape and come together as families and communities.

The ICC Trail is a once in a lifetime opportunity to build a significant new bike and pedestrian facility in the county.

The trail is just a small fraction of the overall highway footprint ? 5%-10% of its paved surface ? and much less if you consider air pollution, noise, heat, loss of tree canopy, etc. caused by the highway. Modern design techniques can limit even this minimal impact.

County master plans call for the ICC trail to pass through stream valley parks along with the ICC.

The Environmental Protection Agency and the Army Corps of Engineers, two agencies tasked with assessing environmental impacts of the ICC, are on record saying the trail could be built in an environmentally sensitive way through the parks traversed by the ICC.

Trails are in such demand that they are bursting at the seams ? look at the Capital Crescent Trail.

Len Singel  
8304 16th Street #107  
Silver Spring, MD 20910

**MCP-Chairman**

**From:** Brigette Buchet [Brigette\_Buchet@yahoo.com]  
**Sent:** Monday, July 07, 2008 2:14 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

**RECEIVED**

JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

A bicycle path along the ICC: health benefits, petrol benefits, global warming benefits, and quality of life benefits. All really great things for Montgomery County and me. It is a once in a lifetime opportunity to create a safe east/west route for cyclists and walkers. I live only 6 miles from my job in downtown Rockville, but I've only commuted by bike twice, because of 2 unsafe (really unsafe) spots. A bike path along the ICC would let me do so and take one more car off the roads.

I understand there's never enough money in budgets for all the things that need to get done. But really, one of the things that enables locations make top billing on those lists of the best places to live in America are things like a bicycle path along the ICC. Thank you for your time.

Brigette Buchet  
5304 Musket Court  
3rd Floor  
Rockville, MD 20853

301 774 3855

**MCP-Chairman**

---

**RECEIVED**

**JUL 07 2008**

**From:** Samantha Smith [samantha.smith@mail.nih.gov]  
**Sent:** Monday, July 07, 2008 2:17 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

**OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION**

Dear Chairman Hanson:

We demand that walking and biking be included in this plan. Eliminating or cutting the trail is totally unacceptable and a clear violation of the public trust.

Do the right thing. Make sure the entire length of this trail is built and done in a timely and high quality manner.

Samantha Smith

Samantha Smith  
9000 rockville pike  
3rd Floor  
bethesda, MD 20892

301-451-8893



**MCP-Chairman**

---

**From:** Sergiy Ponomarov [ponomarov@gmail.com]  
**Sent:** Monday, July 07, 2008 2:18 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

**RECEIVED**  
JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:  
Please save the trail!

Sergiy Ponomarov  
7501 Democracy Blvd  
#213  
Bethesda, MD 20817

**MCP-Chairman**

**RECEIVED**

**JUL 07 2008**

**From:** Dennis Rodrigues [dr3p@nih.gov]  
**Sent:** Monday, July 07, 2008 2:32 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

**OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION**

Dear Chairman Hanson:

I commute to work on my bike. I also use my bike to go shopping and run errands. Finding a safe route is always a problem in this region. Often, I have to plan a route far longer than needed to avoid dangerous roads and intersections. With the ICC I thought, wow, at last they get it, design a trail along with the road and make it actually functional - by that I mean it will actually take you somewhere useful . Now I learn that the trail is being cut or patched together with dangerous road routes. Please reconsider keeping the ICC bike intact and true to the original plan.

Dennis Rodrigues  
2 Gibson Court  
Gaithersburg, MD 20878

Dennis Rodrigues  
2 Gibson Court  
3rd Floor  
Gaithersburg, MD 20878

3014352932

## MCP-Chairman

---

**From:** Wayne Phyllaier [phyilla1@comcast.net]  
**Sent:** Monday, July 07, 2008 2:42 PM  
**To:** MCP-Chairman  
**Subject:** ICC bike path

**RECEIVED**

JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

I write to urge the Planning Board to support building the ICC bike path as a continuous trail directly alongside the ICC. Proposals to run the trail along circuitous detours along busy streets to avoid park areas will result in a segmented, discontinuous trail that will does not support a useful trail network.

It is not credible to assert that it is acceptable to build a multilane highway through parks, and then assert that a bike path will not be environmentally acceptable.

Montgomery County already has too many trails and bike routes, like the Capital Crescent Trail, the Metropolitan Branch Trail, and the Bethesda Trolley Trail, that are incomplete. We are never going to have a useful network of bike trails and routes if we continue to only build the sections of the bike trails that are easy, then dump trail users onto detours along busy roadways wherever an obstacle is encountered. How we respond to the obstacles to the ICC bike path is a good measure of whether we are really willing to "walk the walk" or only to "talk the talk" about making this a bicycle friendly county.

Wayne Phyllaier  
12 Grace Church Court  
Silver Spring, MD 20910

[www.silverspringtrails.org](http://www.silverspringtrails.org)

**MCP-Chairman**

---

**From:** Emily Littleton [emilylittleton2007@gmail.com]  
**Sent:** Monday, July 07, 2008 2:47 PM  
**To:** MCP-Chairman  
**Subject:** Please - We Need a Full ICC Bike Trail

**RECEIVED**  
JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

Please consider creating a full bike trail along the ICC. The argument that the trail would cause a negative environmental impact seems illogical when the ICC itself is going to be six lanes. If you are going to support the ICC -- then go all the way and support it for all those who want to use it for transportation -- cars AND bicycles.

Montgomery County needs to be a leader in this, and set precedents for other communities to follow.

Thank you for your past support of cycling.

Emily Littleton

Emily Littleton  
4616 Beechwood Road  
Ellicott City, MD 21043

**MCP-Chairman**

**From:** Edward Rangel [edward.rangel@gmail.com]  
**Sent:** Monday, July 07, 2008 2:46 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

**RECEIVED**

**JUL 07 2008**

**OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION**

Dear Chairman Hanson:

I would like to express my support and desire to have a Full ICC Bike Trail. I'm in support for a full 18 mile pave (and/or natural) surface trail.

I would also be interested in any other trail system and construction (paved or natural) - government or volunteer constructed.

Please consider refraining from arguments that say trails destroy the environment (also consider convincing others that it's a poor argument); as currently I'm having trouble sleeping due to ICC toll road construction that is happening outside my bed room window (promptly at 6 or 7am). Yes, I pay a mortgage and many taxes in Montgomery County. My bedroom window is going to be adjacent to 6 lanes of highway that is being squeezed into a track of land near I-370. The width of the six lanes will span approximately 100 yards, approx. one (1) football field. We've accepted what is truly environmental destruction in the ICC toll road; and we are merely asking a bike trail?

I think a Full ICC Bike Trail would greatly benefit our area and your constituents (young, old, and middle aged) for generations to come.

Please do not cheat your constituents.

Thanks in advance.

Edward

Edward Rangel  
17113 Briardale Rd.  
Derwood, MD 20855

## MCP-Chairman

---

**From:** David Smith [dakshesh@yahoo.com]  
**Sent:** Monday, July 07, 2008 1:17 PM  
**To:** MCP-Chairman  
**Subject:** We want TREES over Bike Trail !!

RECEIVED  
0733  
JUL 07 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:  
Hello,

At a recent Cross Creek ICC meeting, they discuss getting rid of biking trail to save trees that would act as natural noise barrier. Communities would rather have trees over bike trail. There are such a small percentages of people who ride bikes.. keep the trees please !!

Thanks

David Smith  
9343 Medallion Dr.  
Silver Spring, MD 20904

**RECEIVED**  
0744

JUL 08 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

**MCP-Chairman**

**From:** Cristina Grohowski [grohow@mindspring.com]  
**Sent:** Monday, July 07, 2008 3:27 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

Dear Chairman Hanson:

We need more bike trails. Please reconsider the decision to not build the bike trails along the ICC !

Cristina Grohowski  
12221 Major Drive  
Germantown, MD 20876

RECEIVED

JUL 08 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

**MCP-Chairman**

**From:** eva collins [evayoga@comcast.net]  
**Sent:** Monday, July 07, 2008 3:37 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

Dear Chairman Hanson:

eva collins  
7173 winter rose path  
columbia, MD 21045

443 538 3590



**MCP-Chairman**

**RECEIVED**

JUL 08 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

**From:** Michelle Larsen [malaquas@gmail.com]  
**Sent:** Monday, July 07, 2008 3:38 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

Dear Chairman Hanson:

As a county resident and supporter of the ICC Project, I have witnessed the months of planning effort, drafting and intelligent discourse that went into the now-approved Project plan. Much of my support hinged on my faith in a plan that was not just a simple infrastructural band-aid - "Let's just build another road to decrease traffic congestion" - but a more thoughtful solution that took into account many factors, including landscaping and paved footprint, the need for new jobs, and an acknowledgement of bicycling as a recognized and growing percent of commuter traffic.

I urge you to reject any proposed elimination of the space allocated along the ICC for the bike paths. The bike trail takes up a minimal portion of the overall physical footprint of the ICC, not to mention the benefits of providing accessible bicycle routes on environmental factors, such as reduced noise, heat, pollution.

In addition, encouraging bicycle traffic by providing the means will save dollars in future maintenance of the road because of the lighter load of bicycles on asphalt as opposed to cars and trucks.

Another benefit of keeping the ICC bike trail in the plan is the expansion of our existing bikeways and scenic routes, which will contribute to our county and state commerce through tourism as well as patronage of local businesses along bike routes by bicyclist-travellers.

The ICC Bike Trail is a once in a lifetime opportunity to build a significant new county resource - not just one that provides pleasure for all of its residents and tourists, but one that provides much-needed alternative transportation routes in a county that sees continually increasing traffic growth.

From great plans come high expectations. Cutting corners by eliminating one of the best aspects of the plan will only create a less-desirable product. Make me and my fellow residents proud of supporting the ICC Project. Make the ICC something we can all be proud of when it is finished. Stand by the existing plans that include the bike trail.

Michelle Larsen  
Chevy Chase, MD 20815

Michelle Larsen  
4833 Rugby Avenue #500  
3rd Floor  
Bethesda, MD 20815

3016544000

**MCP-Chairman**

**RECEIVED**

JUL 08 2008

**From:** Jennifer Kalmanson [jenny\_kalmanson@hotmail.com]  
**Sent:** Monday, July 07, 2008 3:49 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

For many years I commuted along MD 198, then up MD 650 to Ednor Road, then out along MD 28 from Laurel to Gaithersburg by car, before any plans for a monstrous road like the ICC had been finalized. I lobbied the Maryland State Senate and House of Delegates, on my own time in the evenings after work, to please not build more roads but instead to run a bus line along the route described above.

Don't compound the mistake of building the ICC by building it without a full, parallel bike path. Too many neighborhoods in Maryland are isolated from each other by man-made barriers such as MD-29, I-95, and apparently now the ICC. There should never be a need for someone to drive to the corner convenience store if they'd rather walk or bike there, and yet sadly one must often get in one's car for lack of safe bike paths in our state.

Don't be short sighted. Don't be stupid. Don't cancel the bike path.

Jennifer Kalmanson  
6604 McCahill Terrace  
Laurel, MD 20707

**MCP-Chairman**

---

**RECEIVED**

**From:** Sigrid Haines [schaines@lercheary.com]  
**Sent:** Monday, July 07, 2008 3:55 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

JUL 08 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

Sigrid Haines  
227 Little Quarry Road  
Gaithersburg, MD 20878

301-657-0152

RECEIVED

JUL 08 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

**MCP-Chairman**

**From:** Paul Meloan [pm2416@gmail.com]  
**Sent:** Monday, July 07, 2008 4:01 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

Dear Chairman Hanson:

Not including the full pedestrian/bike trail alongside the ICC is a one-hundred year mistake. In the age of \$4 gas not including the trail due to environmental concerns (alongside a six lane highway) is beyond insane.

Please do the right thing and not sell out people who want to move on foot or by bike.

many thanks,  
Paul Meloan  
Gaithersburg

Paul Meloan  
311 Tschiffely Square Rd  
3rd Floor  
Gaithersburg, MD 20878

3016334663

MCP-Chairman

RECEIVED

JUL 08 2008

From: Barry Miller [bam9877@aol.com]  
Sent: Monday, July 07, 2008 4:19 PM  
To: MCP-Chairman  
Subject: Support the Full ICC Bike Trail

OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

I urge you to support a bike trail along the ICC, as originally promised, for the following reasons.

1. With the high price of gas we need to be looking for transportation solutions that go beyond the motor vehicle. The ICC trail will provide an excellent route for cyclists ? rapid, direct, safe. Highway & park trails avoid intersections, traffic lights and driveway crossings.

2. The ICC Trail is a once in a lifetime opportunity to build a significant new bike and pedestrian facility in the county.

3. The trail is just a small fraction of the overall highway footprint ? 5%-10% of its paved surface ? and much less if you consider air pollution, noise, heat, loss of tree canopy, etc. caused by the highway. Modern design techniques can limit even this minimal impact.

4. County master plans call for the ICC trail to pass through stream valley parks along with the ICC.

5. The Environmental Protection Agency and the Army Corps of Engineers, two agencies tasked with assessing environmental impacts of the ICC, are on record saying the trail could be built in an environmentally sensitive way through the parks traversed by the ICC.

6. Trails are in such demand that they are bursting at the seams ? look at the Capital Crescent Trail.

7. The trail is conceived as part of a proposed Maryland statewide trail reaching from Annapolis to Cumberland, along with the WB&A trail, C&O Canal towpath, etc.

Sincerely,  
Barry Miller

Barry Miller  
6011 Namakagan Rd  
Bethesda, MD 20816

RECEIVED

JUL 08 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

**MCP-Chairman**

**From:** Allison Wright [allisonwright@yahoo.com]  
**Sent:** Monday, July 07, 2008 4:20 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

Dear Chairman Hanson:

I just found out the Montgomery County Planning Board is poised to eliminate huge sections of the planned trail along the Inter-County Connector highway.

The ICC trail would be super transportation for cyclists ? rapid, direct, safe. Highway and park trails avoid intersections, traffic lights and driveway crossings. Trails are in such demand that they are bursting at the seams ? look at the Capital Crescent Trail. My husband bikes to his job in DC on the capital crescent, and I bike to Alexandria. The ICC Trail is a once in a lifetime opportunity to build a significant new bike (and pedestrian) facility in the county.

BUT, trails are really only of use in this area when they are off-street. Biking along roads is too dangerous. There are often no shoulders, no bike lanes, and cars are not looking out for bikes. Add in darkness, rain, ice, etc, and you can see how important an off-street bike path is for a cyclist.

Not building a bike trail is unacceptable by any measure, but to cite the reason as "environmental damage? the bike trail would cause is unbelievable and disgraceful.

The trail is just a small fraction of the overall highway footprint ? 5%-10% of its paved surface ? and much less if you consider air pollution, noise, heat, loss of tree canopy, etc. caused by the highway. Modern design techniques can limit even this minimal impact.

The Environmental Protection Agency and the Army Corps of Engineers, two agencies tasked with assessing environmental impacts of the ICC, are on record saying the trail could be built in an environmentally sensitive way through the parks traversed by the ICC.

I strongly urge you to reconsider and build a bike trail along the entire length of the ICC.

Allison Wright  
12019 Berry St.  
Wheaton , MD 20902

RECEIVED

JUL 08 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

**MCP-Chairman**

---

**From:** Steve Ketchum [SteveKetch@yahoo.com]  
**Sent:** Monday, July 07, 2008 4:29 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

Dear Chairman Hanson:  
Support the trail. It is ridiculous to remove bike trails in this day and age.

Steve Ketchum  
19944 Spurrier Ave  
Poolesville, MD 20837

**RECEIVED**

JUL 08 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

**MCP-Chairman**

**From:** Marc Currie [marc.currie@ieee.org]  
**Sent:** Monday, July 07, 2008 4:37 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

Dear Chairman Hanson:

It is sheer audacity to suggest that the ICC should be built without an adjacent trail citing negative environmental impact. The entire project has a negative environmental impact. Adding a trail would be about the only positive one.

I realize that many decisions involve more aspects than, unfortunately, are readily available to the public. I would be more than glad to see a response (or simply a link to the decision) explaining the Board's position. Otherwise, the current Planning Board should be disbanded until such a time as intelligent creatures can be found to govern such a project. Also, it appears that the Board eschews public opinion in favor of the compass and bulldozer solution. So keep your bulldozer and compass and please let me know when I can expect a refund of my state and local taxes since your committee seems to have no other function than to waste my money!

Marc Currie  
227 Little Quarry Rd  
3rd Floor  
Gaithersburg, MD 20878

703 732 6673



**MCP-Chairman**

---

**RECEIVED**

**JUL 08 2008**

**OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION**

**From:** Claudia Seelig [seeligcas@aol.com]  
**Sent:** Monday, July 07, 2008 4:45 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

Dear Chairman Hanson:

Claudia A. Seelig  
5820 Mossrock Dr.  
Rockville, MD 20852

301-984-3216

**MCP-Chairman**

**RECEIVED**

**JUL 08 2008**

**OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION**

**From:** Robbe Smith [robbe.smith@gmail.com]  
**Sent:** Monday, July 07, 2008 5:46 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

Dear Chairman Hanson:

As a resident of Montgomery County and an avid bike rider, I would like to see the full proposed ICC trail completed. I think there is also a need for more natural surface trails in the county for bikes and horses, this is a great opportunity to do both.

Thanks  
Robbe Smith

Robbe Smith  
17105 Thorntondale Ct.  
Olney, MD 20832

**MCP-Chairman**

**RECEIVED**

JUL 08 2008

**From:** John Beutler [jabeutler@comcast.net]  
**Sent:** Monday, July 07, 2008 6:41 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

Please retain the bicycle corridor for the full length of the ICC. Chopping it into bits and routing bikes onto major auto routes is NOT a good example of thoughtful planning. It is unsafe for the bicyclist. I see far too many partial bike trails; this is an opportunity to create a really useful bike route for bicycle commuters and weekend recreational bikers to use.

John Beutler  
9131 Liberty Village Way  
3rd Floor  
Union Bridge, MD 21791

301-898-8122

RECEIVED

JUL 08 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

**MCP-Chairman**

**From:** Herbert S. Gross [hgross@herbertgross.com]  
**Sent:** Monday, July 07, 2008 6:51 PM  
**To:** MCP-Chairman  
**Subject:** Build the trail as planned

It is not in the county's interest to abandon a bicycle trail for reasons that this Board would have to judge as spurious having rejected the environmental argument when it approved the ICC connector. None of us know what the future holds and bicycle transportation might be the way our grandchildren's children get around. Build it and they will ride!

Herbert S. Gross, M.D.  
Clinical Professor of Psychiatry  
University of Maryland School of Medicine  
Treasurer  
Washington Center for Psychoanalysis

**MCP-Chairman**

**RECEIVED**

**JUL 08 2008**

**From:** bob bloomfield [methebob@aol.com]  
**Sent:** Monday, July 07, 2008 7:06 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

**OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION**

Dear Chairman Hanson:

As long time residents of upper Montgomery County familiar with your groundbreaking work instituting the Agricultural Reserve, it was with much delight & anticipation that my wife and I received news of your most recent appointment to head the planning board. We encourage you to please bring to bear to this issue that same foresight in planning and keep the full ICC Bike Trail in the Master Plan. If the time is not right now, Mr Chairman, then when?

Sincerely,  
Bob Bloomfield  
Barbara McCann

bob bloomfield  
26601 haines rd  
3rd Floor  
clarksburg, MA 20871

301-921-9177

RECEIVED

JUL 08 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

MCP-Chairman

From: Evelyn Egizi [wag3@starpower.net]  
Sent: Monday, July 07, 2008 7:32 PM  
To: MCP-Chairman  
Subject: Support the Full ICC Bike Trail

Dear Chairman Hanson:

Mr. Hanson:

I am simply blown away from what is proposed. NOT providing a continuous trail along the ICC?? What kind of logic is that? Building a 6 lane highway and not supporting options for other means of transportation is absurd and irresponsible. I say "transportation" over "recreation" for cyclist or walkers.

Now, more than ever we need to look at, encourage, and SUPPORT other means of commuting than cars with 1 passenger. The goal should be to encourage people to get OUT of their cars and commute by other means. To do that, a safe and fast trail is needed. A trail that diverts from an obvious route (like the ICC) into other roads and unsafe traffic situations is not popular. (I live in Silver Spring and still can't figure out where the Metropolitan Branch Trail disappears to once it leaves the trail...) Environmental impact? If more people rode their bike to work, even just 1 day/week, they could save \$300/year, not to mention reduction of greenhouse gases & gas use. There should be no need to mention the health benefits.

I hope that you saw "What Works" on Monday's (7/7/08) NBC Evening News about cities now promoting bicycle commuting. Perhaps researching Portland, Oregon's approach would enlighten you.

About me: I am female and a long-time bicycle commuter. Yes, I have a car, but my driving habits have been significantly altered by bicycle commuting. I have averaged \$50 a MONTH in gas over the past 3 months! My commute is almost 20 miles round trip and takes me through Rock Creek Park. I am a seasoned commuter not afraid to ride in traffic, but I want to be able to encourage OTHER cyclists (or soon to be) to give it a try. Often time, the biggest excuse that I hear is that they are afraid of riding in traffic! The trail along the ICC is the answer! PLEASE don't let this once-in-a-lifetime opportunity get overlooked.

Thank You,  
Evelyn Egizi

Evelyn J. Egizi  
9000 Flower Avenue  
Silver Spring, MD 20901

301/495-0041

RECEIVED

JUL 08 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

**MCP-Chairman**

**From:** Rob Hanson [kate.rob@verizon.net]  
**Sent:** Monday, July 07, 2008 8:18 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

Dear Chairman Hanson:

With the high price of gas we need to be looking for transportation solutions that go beyond the motor vehicle. The ICC trail would be super transportation for cyclists ? rapid, direct, safe. Highway & park trails avoid intersections, traffic lights and driveway crossings.

The ICC Trail is a once in a lifetime opportunity to build a significant new bike and pedestrian facility in the county.

The trail is just a small fraction of the overall highway footprint ? 5%-10% of its paved surface ? and much less if you consider air pollution, noise, heat, loss of tree canopy, etc. caused by the highway. Modern design techniques can limit even this minimal impact.

County master plans call for the ICC trail to pass through stream valley parks along with the ICC.

The Environmental Protection Agency and the Army Corps of Engineers, two agencies tasked with assessing environmental impacts of the ICC, are on record saying the trail could be built in an environmentally sensitive way through the parks traversed by the ICC.

Trails are in such demand that they are bursting at the seams ? look at the Capital Crescent Trail.

The trail is conceived as part of a proposed Maryland statewide trail reaching from Annapolis to Cumberland, along with the WB&A trail, C&O Canal towpath, etc.

Rob Hanson  
1800 64th Ave.  
3rd Floor  
Cheverly, MD 20785

301.773.3190

**MCP-Chairman**

**RECEIVED**

**From:** Kevin Parker [kevin.parker@wap.org]  
**Sent:** Monday, July 07, 2008 8:48 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

JUL 08 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

I do not see how removing a bike trail from a six-lane divided highway helps the environment. I have never been in favor of the ICC, but if you simply must build it, do it right and do it according to the plans as approved.

Kevin Parker  
3 Ridge Road Unit E  
Greenbelt, MD 20770

301/345-2774



**MCP-Chairman**

**RECEIVED**

**JUL 08 2008**

**From:** Robert Fox [foxden103@comcast.net]  
**Sent:** Monday, July 07, 2008 9:00 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

**OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION**

Dear Chairman Hanson:

Please keep the full bike trail plan together with the ICC. This will be a gift for generations to come. If built, this trail will become the most used path in the metropolitan area.

Robert Fox  
703 Oak Knoll Terrace  
Rockville, MD 20850

301 309-8842

**MCP-Chairman**

**RECEIVED**

JUL 08 2008

**From:** Frank Loversky [frank.lovsky@verizon.net]  
**Sent:** Monday, July 07, 2008 9:07 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

Please, don't make a mistake here. We need a precedent of creating new trails and alternative transportation methods. This is a prime opportunity to do the right thing by the environment, namely encouraging people to get out of their cars and commute by other means.

A safe and fast trail is needed.

Frank Loversky  
6713 East Ave  
Chevy Chase, MD 20815

**MCP-Chairman**

**RECEIVED**

JUL 08 2008

**From:** R Samis [rsamis@yahoo.com]  
**Sent:** Monday, July 07, 2008 9:30 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

I recently heard that the Montgomery County Planning Board is recommending a disjointed and truncated biking path along the ICC. This is disheartening to say the least, particularly during these days of increased awareness of our over dependence upon petroleum fuels. It appears laughable that a transportation agency is suggesting that the least environmentally offensive portion of the corridor is what may cause the most harm on the environment.

As the ICC has been debated I recognized that our current highway infrastructure is frequently overwhelmed with the demands placed on it, but the current and foreseeable dislocation of fuel costs will impose a new paradigm on our transportation planning.

I ask that the County and State to which I pay my taxes rethink its short sighted alterations which can only increase our dependence upon the old ways of doing things. I hope you will support restoration of the fully functioning bikeway. I've see how in a few years bicycle transport has altered from that of only the crazed messengers to that of crowds of commuters and recreationists when the transport system permits a well designed system like we have enjoyed for our road transport. Wouldn't it be ironic if our TRANSPORTATION planners diminished these transport opportunities through such penny wise and pound foolish skimping under the implausible guise of ecological impacts?

I have spent much of my professional career doing transportation planning and although I have not studied in detail the ICC plans the current planning does not appear to pass the common sense smell test. Wake up and smell the roses.

Sincerely,

Robert Samis

R Samis  
11706 Smoketree Rd  
3rd Floor  
Potomac, MD 20854

301-943-9079

**MCP-Chairman**

**RECEIVED**

**JUL 08 2008**

**From:** Beatrice Newbury [triscuit121@yahoo.com]  
**Sent:** Monday, July 07, 2008 9:49 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

Please support the building of the full ICC bike trail. With the high price of gas we need to be looking for transportation solutions that go beyond the motor vehicle. The ICC trail would be super transportation for cyclists ? rapid, direct and safe. Highway & park trails avoid intersections, traffic lights and driveway crossings.

I regularly ride my bicycle in Maryland to run errands and for fitness. Additional trails are vital for the safety of riders and a wonderful way to show your commitment to improving the fitness of people in the area.

The ICC Trail is a once in a lifetime opportunity to build a significant new bike and pedestrian facility in the county.

The trail is just a small fraction of the overall highway footprint ? 5%-10% of its paved surface ? and much less if you consider air pollution, noise, heat, loss of tree canopy, etc. caused by the highway. Modern design techniques can limit even this minimal impact.

County master plans call for the ICC trail to pass through stream valley parks along with the ICC.

The Environmental Protection Agency and the Army Corps of Engineers, two agencies tasked with assessing environmental impacts of the ICC, are on record saying the trail could be built in an environmentally sensitive way through the parks traversed by the ICC.

Trails are in such demand that they are bursting at the seams ? look at the Capital Crescent Trail.

The trail is conceived as part of a proposed Maryland statewide trail reaching from Annapolis to Cumberland, along with the WB&A trail, C&O Canal towpath.

Please support the full ICC bike trail.

Thank you for your time.

Beatrice Newbury  
413 Franklin St NE  
A  
Washington, DC 20011

202-723-7097

**MCP-Chairman**

**RECEIVED**

**JUL 08 2008**

**OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION**

**From:** Andrew OBrien [andrewcobrien@gmail.com]  
**Sent:** Monday, July 07, 2008 9:55 PM  
**To:** MCP-Chairman  
**Subject:** Support a Full and Complete ICC Bike Trail

Dear Chairman Hanson:

I understand that the Montgomery County Planning Board is in the process of deciding the fate of a potential hiker/biker trail alongside the Inter-County Connector. I fully support the building of this necessary bike and pedestrian path and encourage you to do everything you can to create a legacy all Marylanders and Montgomery County residents can be proud of.

Living close to the Capital Crescent Trail (and enjoying the freedom it provides from overcrowded roads), I believe that this ICC bike/hike trail has the potential to be an additional gem Montgomery County can be proud of.

I know that you are in a difficult position where you must weigh all of the sides of each argument, but I ask that you support a bike and pedestrian trail along the full length of the ICC.

Thank you for your time.

Andrew OBrien  
5301 Marlyn Drive  
Bethesda, MD 20816

**MCP-Chairman**

**RECEIVED**

**JUL 08 2008**

**From:** Anna Priddy [anna.priddy@comcast.net]  
**Sent:** Monday, July 07, 2008 10:04 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

I urge you to consider the big picture. Our metropolitan area needs more bike paths, not less. We need bike paths not just for recreation, but as viable transportation alternatives. We also need our bike paths to be safe and well-designed to avoid dangerous roads and intersections, and encourage riders of all abilities. We need our government to think big, not small. We need our government to be progressive in dealing with the environmental challenges of today and the future. Bike paths are an easy and cost-effective solution. They do wonders for civic pride and community well-being. If you have any doubt, take a bike out on the Capital Crescent Trail. Please rethink this very misguided proposal of the Planning Board. Your community will thank you!

Anna Priddy  
8027 Eastern Ave Apt 105  
3rd Floor  
Silver Spring, MD 20910

865-310-6487

**MCP-Chairman**

**RECEIVED**

**JUL 08 2008**

**OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION**

**From:** christopher redlack [stumpycat@yahoo.com]  
**Sent:** Monday, July 07, 2008 10:33 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

Dear Chairman Hanson:

Please support the full length ICC bike trail. As bad as traffic is and as high as gas prices are, it would really be nice to think about changing the way people get around. My wife and I often get from place to place and go shopping via bicycle due to the alternatives available to us such as the Capital Crescent trail, Georgetown branch trail, beach drive, and sligo creek park. Getting rid of the multi use path for environmental reason? What's going to be the impact when those six lanes are filled with rush hour traffic? It would be a shame to not build the trail!

christopher redlack  
10003 raynor rd.  
silver spring, MD 20901

**MCP-Chairman**

**RECEIVED**  
0725

JUL 08 2008

**From:** John Lehning [johnjohnson77@yahoo.com]  
**Sent:** Monday, July 07, 2008 10:55 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

With no disrespect, please let me offer my subjective view that it would be a great mistake not to construct a bicycle trail running along the full length of the ICC. So many in this area enjoy cycling recreationally (like myself), and many others also commute and run errands by bicycle too (again like myself).

It would cause me significant personal unhappiness to see the County and State pour so much money into a stretch of highway and then conclude there is nothing left over for bicycles and pedestrians, or to displace houses, trees, and wildlife, and then conclude that the bike/pedestrian trail would create excessive environmental damage that is somehow not overshadowed by those 6 lanes of vehicular traffic.

For reasons such as those above, instead of a direct, continuous trail, I hear the planning board is leaning toward disconnected segments with detours onto roads with heavy traffic that would seem to detract from the motivation that many cyclists have in using a trail (as opposed to just riding on roads) in the first place. This idea sounds flawed to me, and I hope I am being misinformed by my news sources.

In closing, I disagree with the ICC project but am trying to accept graciously the fact that it will be built no matter. But as long as the County and State are intent on carrying out their 1960s-era plan for a big toll road across Montgomery County, is it so outlandish to think we might build a forward-thinking bike trail alongside it?

John Lehning  
8316 Raymond Ln  
3rd Floor  
Potomac, MD 20854

301-299-3630



**MCP-Chairman**

**RECEIVED**

**JUL 08 2008**

**OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION**

**From:** David Kosterlitz [david.s.kosterlitz@verizon.net]  
**Sent:** Monday, July 07, 2008 11:51 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

Dear Chairman Hanson:

David Kosterlitz  
6209 Hollins Drive  
Bethesda, MD 20817

3015645734

**MCP-Chairman**

**RECEIVED**

JUL 08 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

**From:** Robert Goo [sqrtr@verizon.net]  
**Sent:** Monday, July 07, 2008 11:52 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

Dear Chairman Hanson:  
Dear Chairman Hanson:

c/o Marcia Goldberg  
Community Outreach and Media Relations  
8787 Georgia Avenue  
Silver Spring, Maryland 20910  
301-495-4613 - 301-495-1320

I am a Montgomery County bicycle commuter. I commute daily from Takoma Park, MD. I do not commute by dedicated bicycle route, because there isn't one. When I reach the District of Columbia, I ride on a shared bike/car bicycle route. Commuting by bicycle in the D.C metro area is dangerous unless one has a dedicated bicycle route. I know of many people who would otherwise commute by bicycle who don't because of the hazards of "sharing the road." Automobile drivers typically ignore the bicyclist and drive their vehicles in areas designated for bicycles and walkers (the bicycle path adjacent to MacArthur Blvd. is a prime example of this phenomenon). Daily, I am jeopardized by aggressive and negligent drivers, many who are driving with cell phones and beverages in their hands. I have been waiting for almost two decades for MT County, Prince Georges County and WashCOG to complete the dedicated trail along the redline to Union Station. I fear that my retirement will come long before I am able to safely ride on the Silver Spring - Union Station trail.

I understand that the planning board is considering dropping the planned bicycle route next to the ICC. Doing so would be a travesty and contrary to good planning, community and environmental practices. It is imperative that we provide alternative modes of safe and affordable transportation to decrease our reliance on vehicles that discharge green house gases. We must adopt more sustainable transportation systems for the long-term health of our communities and for future generations. Although I am not an advocate of the ICC for environmental reasons (I am a professional environmentalist working on watershed protection and runoff issues) - if the ICC is to be built, dedicated hiker/biker trails should be provided as part of the overall package.

Concerns have been raised regarding the potential environmental damage that may result from the inclusion of a hiker/biker trail that parallels the ICC. I think this argument is a red herring. The ICC will already cross many acres and perhaps miles of wetland and riparian area that are important watershed protection elements and habitat to many aquatic and terrestrial species. From what I know about the MD State Highway Administration (SHA) and its staff, they are prepared to site, design and maintain a state of the art "Green" highway system. Incorporating a sustainable and low impact hiker/biker trail should be no problem given SHA's Green highway design philosophies and expertise. SHA has experience in this area. I encourage MT. CO to work closely with them and the National Capitol Park and Planning Commission which also has expertise in this area (the paths along Sligo and Long Branch Creeks are examples of paths that did cause significant environmental damage).

The Washington metropolitan area was designed by in part by Frederick Law Olmstead and Pierre (Peter) Charles L'Enfant to contain a system of parks and transportation corridors that contain parkways. These elements are integral parts of what make Washington so livable. This was SMART GROWTH. We need to continue to follow this historical example and to design

our transportation systems so that they provide our citizens healthy and sustainable transportation and recreation alternatives. To not include a dedicated bicycle pathway along the ICC would be short sighted and a contradiction of Montgomery Counties stated goals to be a green and sustainable community. I understand the need for better transportation systems. I also see no reason why we can't design our transportation systems to be multifunctional and green. Everything we design should be thought of from a long-term planning perspective and be considered ?Green Instrastructure.?

By providing a dedicated hiker/biker trail our citizens will benefit in many ways, from increased property values due to proximity to the dedicated trail, healthier psyches and bodies, increased contact with nature (refer to Last Child in the Woods by Richard Louv) and a sense that their elected officials care about global climate change, i.e., vehicle miles travelled, and are actively working to reduce our collective impacts to the environment and build communities that don't sacrifice our ecosystems, watersheds and the core values that we collectively share, but rarely see in our community designs.

In closing, I urge you to retain the proposed bicycle route in the master plan and to do everything in your power to make sure that a dedicated trail is provided so that Montgomery County citizens have a safe and environmentally sound bicycle and walking route as an alternative to using their vehicles. The proposed alternative to cobble together a series of shared routes along existing streets and arterial roads is not a satisfactory option. In fact it is a cope-out in terms of building livable and walkable communities and its construction will not significantly increase bicycle commuting or use of alternative transportation modes in the area. Finally, I urge you to work closely with the Montgomery City council and its Chairman who I know support the development of a greener and more sustainable county.

Sincerely,

Robert Goo  
508 Elm Ave.  
Takoma Park, MD 20912  
301-270-6413

Robert Goo  
508 Elm Ave.  
3rd Floor  
Takoma Park, MD 20912

2020-566-1201

**MCP-Chairman**

**RECEIVED**

**JUL 08 2008**

**OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION**

**From:** nathaniel kelso [nvkelso@gmail.com]  
**Sent:** Tuesday, July 08, 2008 12:16 AM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

Dear Chairman Hanson:

I urge your continued support for the ICC bike-hike trail. This trail will form an important regional connection, especially in a time of rising gas prices. I look forward to using the trails as a recreational link, just like the trail along I-66 in Virginia. The trail is but a small part of the larger project and must be preserved in the master plan, even if it is not built out completely with the ICC.

Respectfully,

Nathaniel Vaughn KELSO  
Co-chair, Hyattsville Bike and Pedestrian Safety Committee  
Hyattsville, MD

nathaniel kelso  
PO Box 97  
Hyattsville, MD 20781

202.413.1292

**MCP-Chairman**

RECEIVED

JUL 08 2008

**From:** Laura Swartz [lauraswartz11@gmail.com]  
**Sent:** Tuesday, July 08, 2008 12:43 AM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

I live about 2 miles from the Shady Grove Metro and right next to the new ICC that is being built. Daily, I either ride my bike, walk, or take the metro bus to get to the metro and then from there metro to work. I rarely drive and had not planned to use the new ICC road but had planned to use the new ICC bike trail when it was completed. This was the only good aspect i could see from building the ICC. The bike trail was promised when the ICC was planned. Over the past 15 years I have been following the proposed route and plans and although I would never support the road I definitely support a bike path along the highway. If the highway is tearing up the forests, then the addition of the bike path is the is just a small component environmentally, compared to a 6 lane highway (which was initially going to be a parkway). The path could be used for commuting and for weekend rides.

I ask you to ensure that the bike trail is built. Especially with these times of high fuel costs. And it should go all the way to the end of the highway. Having people (including families w/ young children) divert onto dangerous roads and off the bike trail is not a good idea).

Thank you - Laura Swartz

Laura Swartz  
17402 Founders Mill Dr  
Rockville, MD 20855

**MCP-Chairman**

**RECEIVED**

**JUL 08 2008**

**OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION**

**From:** Phillip Kalmanson [Phillipk11@gmail.com]  
**Sent:** Tuesday, July 08, 2008 2:40 AM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

Dear Chairman Hanson:

The ICC if executed needs to be accompanied by a trail dedicated to pedestrians and bicyclists - the ICC trail. Additionally, the ICC trail needs to be continuous throughout the length of the ICC and unbroken.

Many who support the ICC do so saying that there are enough or insufficient east-west routes across MD-DC metro area. However, it is hypocrisy for any level of government to support the ICC saying more transportation routes are needed while at the same time not providing a safe and efficient means of travel for those who do not want to commute by car.

In order to maintain honesty and integrity, any future transportation expansions and improvements must provide for safe and efficient alternatives to automobiles.

Phillip Kalmanson  
6604 McCahill Terrace  
Laurel, MD 20707

**MCP-Chairman**

**RECEIVED**

JUL 08 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

**From:** Bill Arcieri [wca72@comcast.net]  
**Sent:** Tuesday, July 08, 2008 5:52 AM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

Dear Chairman Hanson:

Bill Arcieri  
1506 Columbia Ave  
Rockville, MD 20850

301 255-2275

**MCP-Chairman**

**RECEIVED**

JUL 08 2008

**From:** James Freedy [jfreedy@netzero.net]  
**Sent:** Tuesday, July 08, 2008 8:18 AM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

It seems obvious, at least to me, that this bike trail is needed. To try an eliminate or dum down what was originally planned is only a "big busness" type of decision where the good ideas are thrown out and labled as too expensive and unworthy based on minimal insight. Especially, with todays views, I just can not see anyone saying that a hiker/biker trail is environmentally unfriendly. As far as I am concerned, take one full lane from the highway and turn it into a bike lane.

Thank you for your attention,  
James G. Freedy

James Freedy  
4818 Walkingfern Lane  
3rd Floor  
Rockville, MD 20853

301.295.1370



**MCP-Chairman**

---

RECEIVED

JUL 08 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

**From:** Brian Mays [bpmays@yahoo.com]  
**Sent:** Tuesday, July 08, 2008 8:42 AM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

Dear Chairman Hanson:

If we expect people to use alternative transportation modes we need to provide a means for them to travel safely. A bike trail is going to generate less pollution than a road for polluting automobiles. I urge all to preserve the master plan and support the full trail.  
Brian Mays

Brian Mays  
3228 Shepherd Street  
Mount Rainier, MD 20712

3017795260

**MCP-CTRACK**

RECEIVED  
JUL 08 2008

**From:** Hanson, Royce  
**Sent:** Monday, July 07, 2008 9:00 PM  
**To:** Hill, Joanne  
**Subject:** FW: Please Support the ICC Trail

For record of hearing

Royce Hanson  
Chairman  
Montgomery County Planning Board  
Maryland-National Capital Park & Planning Commission  
8787 Georgia Avenue  
Silver Spring, MD 20910  
301-495-4605  
[rhanson@mncppc-mc.org](mailto:rhanson@mncppc-mc.org)

**From:** Mike Addabbo [mailto:mjaddabbo@yahoo.com]  
**Sent:** Monday, July 07, 2008 1:11 PM  
**To:** Hanson, Royce  
**Subject:** Please Support the ICC Trail

Dear Chairman Hanson,

I am writing to urge you to support the original plan to include a full trail along the new Inter-County Connector highway. This trail is a necessary step needed to improve the dangerous driving conditions (both in safety and environmental impact) that exist in our region.

Over four years ago I gave up my own car to ride my bicycle to work. I did so because of the stress I felt driving in this area, because of the costs associated with driving, and because of the freedoms cycling allows me: heightened awareness of my surroundings, no gas, exercise, access to alternative routes, and no parking fees!

However, on a daily basis I encounter problems with drivers. From honks to revving engines to shouts to thrown objects, some people make it very clear they do not like cyclists on the road with them. The overcrowding of current trails (like the Capitol Crescent Trail) and the seemingly ever-increasing amount of vehicular traffic continue to weaken the county's options for alternative transportation.

The completion of the full trail along the ICC highway is vital to the process of alleviating some of the aforementioned problems. Please support the full trail.

Thank you for your time and consideration.

Sincerely,

Mike Addabbo  
Silver Spring, MD

## MCP-Chairman

---

**From:** James McNeely [james\_m1@verizon.net]  
**Sent:** Tuesday, July 08, 2008 9:23 AM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

**RECEIVED**  
0749  
JUL 08 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

I do a partial bike commute each day, coming through PG county and then parking in Silver Spring or Chevy Chase in order to ride into D.C. via trail and road. An ICC bike trail would cut my actual drive in half and permit me to ride into D.C. from the East side of town, an option that is currently lacking and which keeps more cars on the road. It is well and good to talk about how we need to use alternative means of transportation, but unless we actually commit to making it happen it will remain all talk.

James McNeely  
1640 Angus Court  
Crofton, MD 21114

## MCP-Chairman

---

**From:** Jordan, Craig (NIH/NIDCD) [E] [jordanc@ms.nidcd.nih.gov]  
**Sent:** Tuesday, July 08, 2008 10:32 AM  
**To:** MCP-Chairman  
**Subject:** Public Hearing - ICC Limited Functional Master Plan Amendment (Bikeways and Interchanges) - July 10th Planning Board

July 8, 2008

Re: Public Hearing - ICC Limited Functional Master Plan Amendment  
(Bikeways and Interchanges)

Dear Montgomery County Planning Board Chairman and Board  
Members,

As a long-time resident of Montgomery County I am deeply upset by the current plans to reduce and/or eliminate sections of the proposed ICC Bike Path (SP-40). While I have always had trouble seeing a real benefit of the ICC Highway, I have seen the bike path to be a real benefit to the local community. The expansion of hiker-biker trails and access to county green spaces is something that the vast majority of county residents strongly support. Instead, the new plan waters down the goals by routing bikers/pedestrians along very busy roads like Muncaster Mill Rd., New Hampshire Ave., East Randolph Rd., Fairland Rd., and others. As a current bike commuter, those plans might not sound too intimidating. However, as a week-end biker/hiker that plan sounds terrible. My personal use of county trails has shown me that there are many fold more county residents and their families hoping to take advantage of the biker/hiker trail for relaxation, exercise, and outdoor fun. Please keep the ICC Bike Path as promised to the community, not some watered down version that won't meet the desires of the residents.

Since the ICC is going to cut a major swath through environmentally diverse and sensitive areas of the county, I fully support the inclusion of a dedicated ICC Bike Path through those very same environmentally diverse areas. Give residents access to this green space! Surely the engineers that have promised us an environmentally conscientious highway can find a way to incorporate a small parallel trail. If the current set of engineers can't design a proper hiker/biker trail (which I find unbelievable), at least keep the segments of the path passing through parkland within the county master plan for development in the near future.

Sincerely,

Craig Jordan  
7409 Tupelo Dr.  
Derwood, MD 20855

301-208-3544

**RECEIVED**  
JUL 08 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

**MCP-Chairman**

**From:** Susanne Lowen [suzilow@gmail.com]  
**Sent:** Tuesday, July 08, 2008 10:41 AM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

**RECEIVED**  
JUL 08 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

Please support construction of continuous, safe bike trails, particularly the one promised along the ICC route. A dangerous zone cutting through the planned route will limit trail use to those willing to risk their lives, as we already do on the roads, to bicycle commute. A continuous, safe ICC bike trail will extend the option to bike commute to a greater portion of our local population, thereby reducing greenhouse gas emissions and improving public health through exercise and cleaner air.

Improvement and extension of biking options in the DC area is at the very top of my personal political agenda and it should be a very high priority for our local elected officials as well. Thank you for anything you can do to support investment in a better future through bicycling.

Susanne Lowen  
7002 Sycamore Avenue  
Takoma Park, MD 20912

Susanne Lowen  
7002 Sycamore Ave  
Takoma Park, MD 20912

301-270-8541

RECEIVED

MCP-Chairman

JUL 08 2008

**From:** Jennifer Dickey [jennifer.dickey@gmail.com]  
**Sent:** Tuesday, July 08, 2008 11:14 AM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

I believe that high gas prices are here to stay and it is short-sighted not to anticipate a greater demand for bike trails and alternative means of transportation. The 18 mile full bike path will provide a valuable commuting option. In addition, biking is one of the better ways to appreciate the beauty of our great state. I believe that this path could bring a number of people to the area intent on enjoying the beauty of the path and discovering the surrounding communities. Please include the full bike path in the construction plans for this reason.

Jennifer Dickey  
10101 Grosvenor Place #1207  
North Bethesda, MD 20852

**MCP-Chairman**

RECEIVED

JUL 08 2008

**From:** Haiqing Li [haiqingli99@yahoo.com]  
**Sent:** Tuesday, July 08, 2008 11:26 AM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

How can a Planning Board staff say, with a stright face, that the bike trail may be the "straw that breaks the camel's back" in areas slashed by a six-lane highway? I hope that the ignorance and the out of touchness of one staff is not a reflection on the whole Planning Board!

With the high price of gas we need to be looking for transportation solutions that go beyond the montor vehicle. The ICC trail would be super transportation for cyclists ? rapid, direct, safe. Trails are in such demand that they are bursting at the seams ? look at the Capital Crescent Trail. The ICC Trail is a once in a lifetime opportunity to build a signicant new bike and pedestrian facility in the county. In the time while every city tries to create a environment more friendly to Pedestrian and bicyclists, Maryland state should not step backwards.

The trail is just a small fraction of the overall highway footprint and much less if you consider air pollution, noise, heat, loss of tree canopy, etc. caused by the highway. If you consider to replace these bicycles with the cars, there will be much more environmental damage for sure.

County master plans call for the ICC trail to pass through stream valley parks along with the ICC. The Environmental Protection Agency and the Army Corps of Engineers, two agencies tasked with assessing environmental impacts of the ICC, are on record saying the trail could be built in an environmentally sensitive way through the parks traversed by the ICC.

Come to your senses and vote to support ICC bicycle trail!

Haiqing Li  
6120 Executive Blvd. EPS 450  
Rockville, MD 20852

RECEIVED

JUL 08 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

**MCP-Chairman**

**From:** Felicia Black [f.black@elsevier.com]  
**Sent:** Tuesday, July 08, 2008 11:28 AM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

Dear Chairman Hanson:

I support the full ICC bike trail. With rising gas prices and problems caused by global warming, it makes sense for our community to complete the ICC bike trail. Portland, Ore., should be our model for a bike-friendly community.

Thanks for your consideration.

Felicia Black  
3 Gainford Ct.  
Olney, MD 20832



**MCP-Chairman**

**RECEIVED**

**From:** Hans Riemer [hans.riemer@gmail.com]  
**Sent:** Tuesday, July 08, 2008 11:30 AM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

JUL 08 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

I am extremely disappointed to hear talk about canceling the planned bike trail along the ICC route. We need an east-west biker route up-county. We must move the county's transportation planning forward to embrace bikers and pedestrians at every juncture. This is an important decision and I urge you to think about the future and include an environmentally sensitive bike trail alongside the ICC.

Hans Riemer  
634 Ritchie Avenue  
3rd Floor  
Silver Spring, MD 20910

301 589 3124

RECEIVED

JUL 08 2008

**MCP-Chairman**

**From:** Jordan, Craig (NIH/NIDCD) [E] [jordanc@ms.nidcd.nih.gov]  
**Sent:** Tuesday, July 08, 2008 11:34 AM  
**To:** MCP-Chairman  
**Subject:** RE: Public Hearing - ICC Limited Functional Master Plan Amendment (Bikeways and Interchanges) - July 10th Planning Board

VICE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Ms. Goldberg,  
Thank you for the acknowledgement.  
Craig

---

**From:** MCP-Chairman [mailto:MCP-Chairman@mncppc-mc.org]  
**Sent:** Tuesday, July 08, 2008 11:05 AM  
**To:** Jordan, Craig (NIH/NIDCD) [E]  
**Subject:** RE: Public Hearing - ICC Limited Functional Master Plan Amendment (Bikeways and Interchanges) - July 10th Planning Board

Dear Mr. Jordan:

Thank you for your email. This is to acknowledge receipt of your Message.

Your information will be provided to Chairman Hanson.

Thank you for taking time to provide your comments.

Sincerely,

Marcia Goldberg  
Community Outreach and Media Relations  
8787 Georgia Avenue  
Silver Spring, Maryland 20910  
301-495-4613 - 301-495-1320

---

**From:** Jordan, Craig (NIH/NIDCD) [E] [mailto:jordanc@ms.nidcd.nih.gov]  
**Sent:** Tuesday, July 08, 2008 10:32 AM  
**To:** MCP-Chairman  
**Subject:** Public Hearing - ICC Limited Functional Master Plan Amendment (Bikeways and Interchanges) - July 10th Planning Board

July 8, 2008

Re: Public Hearing - ICC Limited Functional Master Plan Amendment  
(Bikeways and Interchanges)

Dear Montgomery County Planning Board Chairman and Board  
Members,

As a long-time resident of Montgomery County I am deeply upset by the  
current plans to reduce and/or eliminate sections of the proposed ICC  
Bike Path (SP-40). While I have always had trouble seeing a real

benefit of the ICC Highway, I have seen the bike path to be a real benefit to the local community. The expansion of hiker-biker trails and access to county green spaces is something that the vast majority of county residents strongly support. Instead, the new plan waters down the goals by routing bikers/pedestrians along very busy roads like Muncaster Mill Rd., New Hampshire Ave., East Randolph Rd., Fairland Rd., and others. As a current bike commuter, those plans might not sound too intimidating. However, as a week-end biker/hiker that plan sounds terrible. My personal use of county trails has shown me that there are many fold more county residents and their families hoping to take advantage of the biker/hiker trail for relaxation, exercise, and outdoor fun. Please keep the ICC Bike Path as promised to the community, not some watered down version that won't meet the desires of the residents.

Since the ICC is going to cut a major swath through environmentally diverse and sensitive areas of the county, I fully support the inclusion of a dedicated ICC Bike Path through those very same environmentally diverse areas. Give residents access to this green space! Surely the engineers that have promised us an environmentally conscientious highway can find a way to incorporate a small parallel trail. If the current set of engineers can't design a proper hiker/biker trail (which I find unbelievable), at least keep the segments of the path passing through parkland within the county master plan for development in the near future.

Sincerely,

Craig Jordan  
7409 Tupelo Dr.  
Derwood, MD 20855

301-208-3544

RECEIVED

JUL 08 2008

**MCP-Chairman**

**From:** Lisa vasquez [lisamvasquez@aol.com]  
**Sent:** Tuesday, July 08, 2008 11:48 AM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

I urge you to support a trail along the full length of the ICC. It is not only essential for the environment but is also a safety issue, a proactive public health issue and a quality of life asset.

Lisa vasquez  
7981 Eastern Ave. #204  
3rd Floor  
Silver Spring, MD 20910

240-899-2449

RECEIVED

JUL 08 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

**MCP-Chairman**

**From:** Anna Couvillon [couvilla@gmail.com]  
**Sent:** Tuesday, July 08, 2008 11:54 AM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

Dear Chairman Hanson:

I am writing to strongly encourage you to support the construction of the FULL ICC bike trail. By doing so you can lead the way for Maryland to support alternative transportation, reducing car emissions, encouraging residents to enjoy and care for their environment.

The Environmental Protection Agency and the Army Corps of Engineers, two agencies tasked with assessing environmental impacts of the ICC, are on record saying the trail could be built in an environmentally sensitive way through the parks traversed by the ICC.

Please support the FULL ICC bike trail and be known for and remembered as the leading pioneer of the a Maryland bike trail that one day will reach from Annapolis to Cumberland, along with the WB&A trail, C&O Canal towpath, and more around the country and Europe.

Thank you,  
Anna Couvillon

Anna Couvillon  
12243 Tildenwood Dr  
Rockville, MD 20852

RECEIVED

JUL 08 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

**MCP-Chairman**

---

**From:** Andrew Hyde [aghyde@yahoo.com]  
**Sent:** Tuesday, July 08, 2008 12:09 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

Dear Chairman Hanson:

I am concerned that the planning board is considering eliminating a hiker/biker trail to accompany the ICC. Rather than merely a recreational opportunity, I believe the planning board should view the proposed trail as a sorely needed transportation alternative for County residents and others.

As a regular bicycle commuter, I can attest to the value of such an alternative. I appreciate the recreational opportunity but I also value the traffic I am missing and the environmental damage I am not causing - not to mention the money I am saving on high-priced gasoline.

I hope you will reconsider this ill-advised move and put in a complete trail.

Thank you,

Andrew Hyde  
Bethesda, MD

Andrew Hyde  
6609 Tranford Dr.  
Bethesda, MD 20817

301-229-9342

**MCP-Chairman**

---

**From:** Randy Kubetin [rkubetin@bna.com]  
**Sent:** Tuesday, July 08, 2008 8:55 AM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

**RECEIVED**  
JUL 08 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

I strongly urge you to build the complete ICC bike trail, as originally planned. Given the rising cost of gasoline and our congested roads and deteriorating air quality, it would be short-sighted indeed to eliminate the trail from the county master plans. Building the trail would encourage more people to bike to and from work, reducing gas consumption and traffic congestion and improving air quality. I currently bike to work and to many other places from my home in Takoma Park. I also vote and discuss these issues with other voters, most of whom agree the ICC bike trail should be built as promised. I hope the council will reconsider its position and do what's best for the county and its residents by keeping the full ICC bike trail in the county master plans and building it as promised. Thanks.

Randy Kubetin  
7103 Poplar Ave.  
Takoma Park MD 20912

Randy Kubetin  
7103 Poplar Ave.  
3rd Floor  
Takoma Park, MD 20912

(703) 341-5715

**MCP-Chairman**

---

**From:** Bill Dahut [dahut\_karen@bah.com]  
**Sent:** Tuesday, July 08, 2008 1:13 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

Dear Chairman Hanson:

Please complete the planned 18 mile bike trail. It seems short-sighted to "save money" through the construction of a partially completed path when a fully completed path could be a viable means of transportation.

Bill Dahut

Bill Dahut  
309 Beckwith Street  
Gaithersburg, MD 20878

**RECEIVED**  
JUL 08 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION



## MCP-Chairman

---

**From:** Nancy Seibel [nlseibel@comcast.net]  
**Sent:** Tuesday, July 08, 2008 1:44 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

Dear Chairman Hanson:

As a bicyclist I shy away from using my bike when my route would take me out onto dangerous, crowded roads. The modification to the planned ICC bike trail that is now being proposed will effectively make the trail useless to me and hundreds of other bike riders.

A bike path can hardly have more environmental impact than the planned ICC. Instead it will encourage residents to use their bikes rather than their cars when possible, contributing both to protecting the environment and promoting fitness.

During this time of escalating fuel costs, public policy must support alternatives to driving at every opportunity. I urge you to implement the original plan for a safe, dedicated bike trail to parallel the entire ICC.

Nancy Seibel  
2408 Colston Dr Apt 101  
3rd Floor  
Silver Spring, MD 20910

240/631-0658

**RECEIVED**  
JUL 08 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

## MCP-Chairman

---

**From:** Brian Shaw [shawbee99@hotmail.com]  
**Sent:** Tuesday, July 08, 2008 3:46 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

Dear Chairman Hanson:

As a frequent user of various bike trails in the area including the very popular Crescent Trail I urge you to construct a bike trail along the entire length of the new ICC. While I do not see the need for the ICC and am concerned about the negative environmental impact of it's construction; I believe the proposed bike path would be a great way to offset just a little of the damage done by creating another highway. It has the possibility to provide many citizens the opportunity to get and enjoy the outdoors.

Thank you for your time,  
Brian

Brian Shaw  
4915 Battery Lane  
Apt 3  
Bethesda, MD 20814

**RECEIVED**  
JUL 08 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

## MCP-Chairman

---

**From:** Amanda Waugh [daniel.cantor@rcn.com]  
**Sent:** Tuesday, July 08, 2008 1:06 PM  
**To:** Conlon, Catherine  
**Cc:** MCP-Chairman  
**Subject:** Preliminary Subdivision Plan #: 120070550 /Hickey & Offutt's Subdivision

Dear Ms. Conlon,

I am writing as a member of the Rock Creek Neighbor's Coalition to express my concerns regarding the proposed subdivision # 120070550. I reside at 2315 Ashboro Drive, across from the larger parcel and in one of the older homes in the neighborhood. There are several issues I see with this plan as submitted.

- 1) Parking on the lower half of Ashboro Drive is very tight. Most of these homes do not have driveways or if they do, they are only large enough for a single car. Most days, and certainly on weekends and holidays, Ashboro Drive is effectively a one lane road. The proposed subdivision has many driveways to the street, reducing the availability of on street parking further. My sense is that the developer is trying to address concerns voiced at their last DRC meeting regarding the width of the street by replacing the street with multiple driveways. This robs peter to pay paul and does not address the ability of fire trucks or other service vehicles to reach the back of the lot.
- 2) The subdivision proposes multiple "pipestem" lots that are out of sync with the rest of the neighborhood. While there is one lot with a pipestem nearby it serves only two homes and is not a mistake that should be repeated. I would hate to think that one odd lot could become a "precedent." Let's learn from our mistakes, not repeat them.
- 3) The subdivision plan appears to clear cut an established forest and in fill a great deal of the property. Is it not possible to preserve some of the large trees in the area that is being built? I recognize that a "buffer" has been set aside between the property and the park, but it is relatively small and hardly balances to wholesale destruction on the remaining land.
- 4) In the event that this project moves forward, I would ask the county to require that the any and all contractors and their sub-contractors assure the community that ALL workers on the property have passed criminal background checks.

Thank you for your attention to my family's concerns.

*Amanda Waugh*  
■ *2315 Ashboro Dr*  
*Chevy Chase, MD 20815*

**RECEIVED**

**JUL 08 2008**

**OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION**

## MCP-Chairman

---

**From:** John Z Wetmore [john@pedestrians.org]  
**Sent:** Wednesday, July 09, 2008 8:40 AM  
**To:** MCP-Chairman  
**Subject:** ICC bike trail testimony

**RECEIVED**  
0755  
JUL 09 2008

OFFICE OF THE CHAIRMAN  
THE MONTGOMERY NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Testimony for the public record.

A few things to consider about the ICC bike trail detour proposals:

- 1) How many driveways and other intersections will the detour have, compared with the original plan in the ICC ROW? Any analysis will be woefully incomplete without a thorough look at all the added conflict points between bicyclists and motor vehicles.
- 2) How much will the detour add to bicycle travel time? There are several sources of delay to bicyclists. First, the added distance. Second, added wait time at signals. Third, slower travel speeds to deal with the conflicts at the increased numbers of driveways and other intersections.
- 3) Is the public to believe that it is possible to mitigate the environmental damage from a 6-lane highway, but not from a bike trail? For many people, this does not pass the laugh test. What does this do to the credibility of County planning policy? Are only motor vehicles important enough to allow through sensitive environmental areas? How does this preferential treatment of highways over bike trails reflect a broader bias towards motor vehicles over non-motorized transportation modes?
- 4) What are the implications for creating a comprehensive network of bicycle facilities in Montgomery County when proposed facilities are removed or degraded more often than they are added or enhanced in the County's master plans?

Thank you for your attention.

John Z Wetmore  
5305 Bradley Boulevard  
Bethesda, MD 20814

John Z Wetmore  
[john@pedestrians.org](mailto:john@pedestrians.org)  
Producer of "Perils For Pedestrians"  
A television series on satellite, cable, and the Internet.  
[www.pedestrians.org](http://www.pedestrians.org)

-----  
\*\*\*Watch the "Perils For Pedestrians" 5 hour marathon.  
\*\*\*Saturday, July 12. 7 PM to Midnight EDT, 4 PM to 9 PM PDT DISH Network 9411 - The Universityhouse Channel Tuesdays 9:30 PM Eastern / 8:30 Central / 7:30 Mountain / 6:30 Pacific

-----  
Public Access Cable Stations:  
<http://www.pedestrians.org/tv.htm>

-----  
Google Video:  
<http://video.google.com/videosearch?q=%22Perils+For+Pedestrians%22&so=1&site=search=video.google.com>

**MCP-Chairman**

**RECEIVED**

**JUL 09 2008**

**OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION**

**From:** Breen, Nancy (NIH/NCI) [E] [breenn@mail.nih.gov]  
**Sent:** Tuesday, July 08, 2008 4:25 PM  
**To:** MCP-Chairman  
**Cc:** RBAC\_Listserve@yahoogroups.com; Britton, John; Kines, Charles  
**Subject:** extended bicycle access all along the ICC road

Dr. Hanson:

If the county is unable to guarantee access all along the ICC with a separate bike path, then for those sections where the bike path doesn't parallel the road, we strongly recommend the MCPPS support citing the bike lane on the existing road, shoulder or landscape so that the bike path is consistently parallel to the ICC and as efficient and safe to cycle on a bike as it is to drive in a car.

Sincerely,

Nancy Breen, Chair

Rockville Bike Advisory Committee

[Breenn@mail.nih.gov](mailto:Breenn@mail.nih.gov)

**RECEIVED**

JUL 09 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

**MCP-Chairman**

**From:** Jim Hudnall [jim@ohbike.org]  
**Sent:** Tuesday, July 08, 2008 4:49 PM  
**To:** MCP-Chairman  
**Cc:** county.council@montgomerycountymd.gov  
**Subject:** Support for Bike Trail in ICC ROW

Dear Chairman Hanson and other members of the Planning Board,

This Thursday evening you will consider amendments that will affect the multi-use trail parallel to the Intercounty Connector (ICC). All prior master plans envisioned a trail within the highway ROW for the highway's length, from Shady Grove Road to the Prince George's County Line. I am writing you on behalf of all the members of the Oxon Hill Bicycle and Trail Club, especially those members who live in Montgomery County. We respectfully request that you keep the trail alignment in the ICC ROW in accordance with existing and previous master plans.

We appreciate that you see the need for a continuous trail to serve bicycle commuters. The continuous trail alignment proposed by SHA, with its detours and intersection crossings, will result in a trail inferior to one within the ICC ROW. SHA has proposed the detours to avoid sensitive environmental areas. There are now environmentally sensitive trail building techniques that would allow the ICC ROW trail to be built without adding much to the already tremendous impact of the ICC.

You are willing to allow the significant impact of the ICC on the environment Montgomery County, because you see the benefit of the ICC to county motorists. Please see the benefits of a direct, continuous trail in the ICC ROW and reject amendments that will take segments of the trail out of the ICC ROW.

Thank you,

James M. Hudnall  
Oxon Hill Bicycle and Trail Club  
Chairman, Public Relations Committee  
P.O. Box 81  
Oxon Hill, MD 20750-0081  
301-567-0089

**MCP-Chairman**

---

**RECEIVED**

**JUL 09 2008**

**OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION**

**From:** carolyn avery [clavery111@hotmail.com]  
**Sent:** Tuesday, July 08, 2008 4:54 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

Dear Chairman Hanson:

carolyn avery  
5325 mckinley st

3rd Floor  
bethesda, MD 20814

301/571-5093

**MCP-Chairman**

---

**RECEIVED**

**JUL 09 2008**

**OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION**

**From:** Oliver Baumann [o.baumann@eb-engineers.com]  
**Sent:** Tuesday, July 08, 2008 5:56 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

Dear Chairman Hanson:

Oliver Baumann  
401 U Street, NW  
Washington, DC 20001



**MCP-Chairman**

**RECEIVED**

JUL 09 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

**From:** Blake Altman [blake.altman@comcast.net]  
**Sent:** Tuesday, July 08, 2008 7:51 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

Dear Chairman Hanson:

I can not believe Montgomery County Planning Board would consider eliminating any of the bike trail that is proposed to run parallel to the ICC. Personally, I believe the ICC should not be built. However, it is going to be built it should certainly include the PROMISED bike trail.

I don't see why the planning board would think any person of even modest intelligence would buy the argument that the bike trail is too environmentally unfriendly. If you are concerned about the environment, eliminate some lanes for the huge noisy carbon and pollution spewing monsters that will soon clog the ICC. It is ridiculous to make such an argument from an environmental prospective.

I'm assuming that Montgomery County suffers from the same issues of high gas prices, a growing obesity problem, and suburban sprawl that my county (and indeed the rest of the country) does. I fail to see why you would not consider a modest investment in infrastructure that would support alternatives to automotive travel. Please support the ICC bike trail.

Sincerely,

Blake Altman  
La Plata MD

Blake Altman  
104 Quail Ct  
3rd Floor  
La Plata, MD 20646

301-392-3027

**MCP-Chairman**

**RECEIVED**

JUL 09 2008

**From:** David Cohen [onyxsax@aol.com]  
**Sent:** Tuesday, July 08, 2008 8:47 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

I support construction of the ICC Bike Trail in its entirety. As both a fairly serious cyclist, and as a Bicycle Section Leader with the M-NCPPC Park Police Volunteer Program in Montgomery County, I can tell you that the existing bike trails are well utilized, and in some cases, such as the Capital Crescent, over-utilized. The biggest drawback to the current set of trails is that there are not enough of them to be able to provide a safe manner of bicycle commuting in our community. The ICC Trail would help eliminate many hazards that cyclists face riding county roads and would increase safety for cyclists, and motorists as well.

With the prices of gas continuing to escalate, our roads becoming increasingly gridlocked, as well as environmental concerns, bicycle commuting is become a viable option for more and more commuters. Modern trailbuilding techniques will allow for an environmentally friendly footprint for this trail.

Again, I urge that the ICC trail be built in full. For the sake of a growing cycling community for today, for the sake of our children for tomorrow.

Sincerely,

David Cohen  
24051 Newbury Road  
Gaithersburg, MD 20882

**MCP-Chairman**

**RECEIVED**

**JUL 09 2008**

**OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION**

**From:** Neal Smith [omalon13@yahoo.com]  
**Sent:** Tuesday, July 08, 2008 8:52 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

Dear Chairman Hanson:

I am a disabled resident of Maryland and I am pleading with you to support the Full ICC Bike Trail for the following reasons:

1. The Environmental Protection Agency and the Army Corps of Engineers, two agencies tasked with assessing environmental impacts of the ICC, are on record saying the trail could be built in an environmentally sensitive way through the parks traversed by the ICC.
  2. The trail is just a small fraction of the overall highway footprint ? 5%-10% of its paved surface ? and much less if you consider air pollution, noise, heat, loss of tree canopy, etc. caused by the highway. Modern design techniques can limit even this minimal impact.
  3. County master plans call for the ICC trail to pass through stream valley parks along with the ICC.
  4. The trail is conceived as part of a proposed Maryland statewide trail reaching from Annapolis to Cumberland, along with the WB&A trail, C&O Canal towpath, etc.
  5. The ICC Trail is a once in a lifetime opportunity to build a significant new bike and pedestrian facility in the county.
  6. Look at the Anne Arundel County's successful trails and the impact on the county.
  7. As the price of gas continues to rise, let's try to make it easier for people to ride bikes safely in the county rather than relying on autos for transportation.
- Please, please support the ICC Bike Trail.

Neal Smith  
358 Sheffield road  
Severna Park, MD 21146

**RECEIVED**

JUL 09 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

**MCP-Chairman**

---

**From:** Judith Gray [judypemerson@hotmail.com]  
**Sent:** Tuesday, July 08, 2008 10:40 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

Dear Chairman Hanson:

I implore upon you to support and approve the full length of the ICC Bike Trail, which is important to our community. Thank you for your consideration.

Sincerely,

Judith Gray  
7809 Truitt Lane  
Severn, MD 21144

**RECEIVED**

JUL 09 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

**MCP-Chairman**

**From:** David Kosterlitz [david.s.kosterlitz@verizon.net]  
**Sent:** Tuesday, July 08, 2008 11:47 PM  
**To:** MCP-Chairman  
**Subject:** RE: Support the Full ICC Bike Trail

Thanks for your acknowledgement. I would state, in general, that bicycling should be fostered and nurtured county-wide, to include more marked bicycle lanes on roads and streets, "share the road" with cyclists signs, wider shoulders on roads, more public bike racks for locking bikes, and more.

-----Original Message-----

**From:** MCP-Chairman [mailto:MCP-Chairman@mncppc-mc.org]  
**Sent:** Tuesday, July 08, 2008 10:45 AM  
**To:** david.s.kosterlitz@verizon.net  
**Subject:** RE: Support the Full ICC Bike Trail

Dear Mr. Kosterliutz:

Thank you for your email. This is to acknowledge receipt of your Message.

Your information will be provided to Chairman Hanson.

Thank you for taking time to provide your comments.

Sincerely,

Marcia Goldberg  
Community Outreach and Media Relations  
8787 Georgia Avenue  
Silver Spring, Maryland 20910  
301-495-4613 - 301-495-1320

-----Original Message-----

**From:** David Kosterlitz [mailto:david.s.kosterlitz@verizon.net]  
**Sent:** Monday, July 07, 2008 11:51 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

Dear Chairman Hanson:

David Kosterlitz  
6209 Hollins Drive  
Bethesda, MD 20817

3015645734

**Coleman, Joyce**

**From:** Barry Polisar [barrylou@barrylou.com]  
**Sent:** Wednesday, July 09, 2008 12:43 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

RECEIVED  
0756  
JUL 09 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

I was very excited to read that the new Inter County Connector would have a bike trail component as part of the design, linking this new 18 mile highway to other existing trails in the area, enabling one to ride from points along the ICC all the way to downtown DC and other locales.

I have just read that these plans have changed and the soon to be built ICC will only have a limited use bike trail and that most of the route will follow existing roads. This plan will not encourage bicyclists and in this era of rising fuel costs and congestion on the roads, makes little sense. To get downtown by bicycle now (something I do often) I must drive 12-15 miles by car to one of the neighborhoods near the Rock Creek Park Trail or the Capital Crescent Trail.

I live in Burtonsville and have been frustrated that there are no bike trails in the area that are safe to use. I have attempted to ride on local roads here and it has become increasingly dangerous competing with angry motorists.

The one "official" bike trail in my area follows Old Columbia Road from 198 to Randolph road, but the bike section is so badly overgrown and deteriorating it is not safe to ride on. Wouldn't it make sense to have bicyclists involved in the planning of these bike trails? I have read that the County is considering placing a bike trail from the Dustin Road Circle to Rt 198. Clearly, this is being planned by non-bike riders, since this is the one quarter-mile section of road that has such a wide shoulder that a bike trail is not needed.

Now that gas prices are soaring, I would have thought Montgomery County and the State of Maryland would endorse something that eases congestion. I think the demand for safe bike trails will be increasing as people search for healthy alternatives to commuting and the cost of gasoline increases.

I have read that the full bike trail is being eliminated because of environmental concerns. That is ironic; the County and State have approved the building of an 18-mile paved highway, but is not interested in an alternative that would allow people to leave their cars behind for commuting, exercise and recreation?

Who can I talk to about this?

Is there any printed material that can be sent to me about the routes and options?

Barry Polisar

Barry Polisar  
3605 dustin Road  
burtonsville, MD 20866

## MCP-Chairman

---

**From:** Erik Moe [erik@erikmoe.com]  
**Sent:** Wednesday, July 09, 2008 9:25 AM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

Dear Chairman Hanson:

Montgomery County's future as a sustainable community depends on building infrastructure for bicycles and pedestrians. The ICC Trail is a once in a lifetime opportunity and an essential part of that future. The ever-climbing cost of gas only makes it more essential that suburban communities like Montgomery County take steps to support alternative forms of transportation and recreation. Please support a trail along the full length of the Inter-County Connector. Thank you.

Erik Moe  
304 T Street Northeast  
3rd Floor  
Washington, DC 20002

2153803851

**RECEIVED**  
JUL 09 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

## MCP-Chairman

**From:** Andrew Medley [andrewmedley@gmail.com]  
**Sent:** Wednesday, July 09, 2008 10:23 AM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

RECEIVED

JUL 09 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

Please build the full ICC Bike Trail. The more trails in the area the better. More people should feel safe and free to bike to work, to activities or shopping centers, or for recreation. There are already too many cars on the road; gas prices are high and the environmental and health impact from all the cars is horrific. Please build as many bike trails as possible; it will help our environment and make it safer and more convenient for people to bike places. I bike to work every day and bike all over the DC area. I greatly appreciate bike paths but unfortunately find that much of the time I have to risk my life and bike on the street because there are not many bike paths. I strongly support building more bike paths anywhere in the DC Metro area.

1. With the high price of gas we need to be looking for transportation solutions that go beyond the motor vehicle. The ICC trail would be super transportation for cyclists ? rapid, direct, safe. Highway & park trails avoid intersections, traffic lights and driveway crossings.

2. The ICC Trail is a once in a lifetime opportunity to build a significant new bike and pedestrian facility in the county.

3. The trail is just a small fraction of the overall highway footprint ? 5%-10% of its paved surface ? and much less if you consider air pollution, noise, heat, loss of tree canopy, etc. caused by the highway. Modern design techniques can limit even this minimal impact.

4. County master plans call for the ICC trail to pass through stream valley parks along with the ICC.

5. The Environmental Protection Agency and the Army Corps of Engineers, two agencies tasked with assessing environmental impacts of the ICC, are on record saying the trail could be built in an environmentally sensitive way through the parks traversed by the ICC.

6. Trails are in such demand that they are bursting at the seams ? look at the Capital Crescent Trail.

7. The trail is conceived as part of a proposed Maryland statewide trail reaching from Annapolis to Cumberland, along with the WB&A trail, C&O Canal towpath, etc.

Andrew Medley  
1875 Mintwood Pl NW  
Apt 1  
Washington, DC 20009

703-310-5068



## MCP-Chairman

**From:** John Shea [comrade@comcast.net]  
**Sent:** Wednesday, July 09, 2008 3:08 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

**RECEIVED**  
JUL 09 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

I understand the plans for a cycling/pedestrian path alongside the Inter-County Connector are being challenged. I worry that eliminating this component of the ICC project may be short-sighted.

I started bicycle commuting into Washington about five years ago and I was initially surprised that so few people used bicycles as transportation - especially in a city with bike-paths. Back then, because so few seemed to take advantage of the bike routes, I may not have argued with cuts to cycling-specific throughways.

But recently I have seen a great change. Many more people are bicycle-commuting to work these days. The bike racks at my office used to house two or three bikes on dry days. But this summer I routinely see 10-12 parked in the racks. It used to be unusual to come across other cyclists while riding down 14th street, but now it's a regular occurrence.

I don't have any scientific proof, but I suspect the reason for my observations are tied to fuel prices. And continuing gasoline price surges will only make my point more apparent. Bicycle-commuting finally appears to be taking hold.

Soon city planners will have to address bicycles as viable transportation. Some municipalities may drag their feet, but will have to revisit the issue at considerable expense in the near future. I hope the ICC Planning Board avoids future criticism and demonstrates foresight by including the planned cycling/pedestrian path.

In appreciation,

John Shea  
503 schuyler road  
3rd Floor  
silver spring, MD 20910

2026373671

**MCP-Chairman**

---

**From:** Ernest Miller [edm@philipson.com]  
**Sent:** Wednesday, July 09, 2008 3:15 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

**RECEIVED**

**JUL 09 2008**

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

I and my family are avid trail users in Montgomery County. We ask you to support the ICC trail and also to not remove it from the master plan even if it is not completely built at this time.

We need more recreation and transportation options that get us out of our cars, not less.

Please help.

Ernest Miller  
2305 Churchill Rd  
Silver Spring, MD 20902

Ernest Miller  
2305 Churchill Rd  
3rd Floor  
Silver Spring, MD 20902

301-754-0129

**MCP-Chairman**

---

**From:** Steve Harvey [sharvey@urc-chs.com]  
**Sent:** Wednesday, July 09, 2008 3:33 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

**RECEIVED**  
JUL 09 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

Steve Harvey  
7200 Wisconsin Ave 600  
3rd Floor  
Bethesda, MD 20814

301-941-8441

## MCP-Chairman

---

**From:** Steve Harvey [sharvey@urc-chs.com]  
**Sent:** Wednesday, July 09, 2008 3:33 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

RECEIVED  
JUL 09 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

I have been quite disappointed to learn that the Planning Board is making moves toward eliminating the bicycle trail that was promised to be constructed parallel to the Inter-County Connector. I understand that Planning Board staff have recommended eliminating the trail because of its "adverse environmental impact" - as if a bicycle trail could possibly have more adverse environmental impact than a 6 lane highway! Though I know the specific recommendation is to replace the trail with a number of segments connected by heavily traveled thoroughfares like New Hampshire Avenue, I use the word "eliminate" because that's really what the recommendation amounts to: cutting the trail into segments would make the trip much less attractive and more dangerous for cyclists - a concern that can only be highlighted by the death of a cyclist hit by a trash truck just yesterday in Washington, DC. I also understand that there is an effort underway to remove the trail from the Montgomery County Master Plan, thus eliminating the possibility of it ever being constructed in the future.

As a cyclist who commutes daily via the Capital Crescent Trail from my home in Silver Spring to my office in Bethesda, I greatly appreciate the value of dedicated bicycle trails that make it possible to ride apart from the noise, pollution, and danger associated with riding on the street. It would be a tremendous shame to not follow through on the previously announced plans to construct the trail along the ICC - in its entirety, not as segments connected by main thoroughfares. It would be a much greater shame to eliminate the trail from the county master plan.

I know that you have a history of supporting cycling and bicycle trails. I and many others appreciate this support and hope you will come through once again to rescue this important potential resource from oblivion.

Many thanks,

Steven A. Harvey  
123 Northwood Ave  
Silver Spring

Steve Harvey  
7200 Wisconsin Ave 600  
3rd Floor  
Bethesda, MD 20814

301-941-8441

**MCP-Chairman**

**From:** Evangelos Xydis [vansolo@mail.com]  
**Sent:** Wednesday, July 09, 2008 4:15 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

**RECEIVED**

**JUL 09 2008**

**OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION**

Dear Chairman Hanson:

The ICC to many in Olney MD is not a welcome site. There are a few that were excited that a bike trail would make travel from Georgia Ave to Shady Grove Metro a comfortable safe journey as an alternative to driving.

The proposal to re-align the SP-40 County Bike path away from this metro stop jepordizes the intent of the bike path. This bike path has the potential to be a viable bike to work path. My use of this path as a bike to work alternative will be eliminated with the proposed changes. With the cost of gas and the impact on our lives I am suprised at the cost cutting measures that in the long run will hurt the community in achieving a smaller carbon footprint.

Respectfully, Evangelos Xydis

Evangelos Xydis  
16821 Ethelwood Terrace  
3rd Floor  
Olney, MD 20832

3015703616

## MCP-Chairman

---

**From:** Hondowicz, David [David.Hondowicz@montgomerycountymd.gov]  
**Sent:** Wednesday, July 09, 2008 12:59 PM  
**To:** barrylou@barrylou.com  
**Cc:** MCP-Chairman; Coleman, Joyce; Hardy, Dan; Kines, Charles  
**Subject:** RE: bike trails and the ICC

RECEIVED  
JUL 09 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Mr. Polisar:

It is my understanding that the Planning Board is scheduled to hold a public hearing on this matter during their Thursday evening meeting. I am forwarding your e-mail to Planning Board Chairman Royce Hanson so your comments and questions can be included in their record. Also, a copy of the Planning Board staff packet for the meeting is available at this hyperlink: [http://www.montgomeryplanningboard.org/agenda/2008/documents/20080710\\_icc-ltd\\_func\\_masterplan\\_print.pdf](http://www.montgomeryplanningboard.org/agenda/2008/documents/20080710_icc-ltd_func_masterplan_print.pdf). Additional information is available on the Board's website via this hyperlink: [http://www.mcparkandplanning.org/Transportation/icc/icc\\_bike\\_path.shtm](http://www.mcparkandplanning.org/Transportation/icc/icc_bike_path.shtm). For further information beyond that available at the hyperlinks above, I recommend that you call Mr. Chuck Kines of the transportation planning staff at (301) 495-2184.

Again, I am sharing a copy of your e-mail with Chairman Hanson so your concerns are available for inclusion in the record for the upcoming public hearing.

Best Wishes,  
David Hondowicz  
Office of Councilmember Phil Andrews

-----Original Message-----

**From:** Barry Louis Polisar [mailto:barrylou@barrylou.com]  
**Sent:** Wednesday, July 09, 2008 12:33 PM  
**To:** Andrews' Office, Councilmember  
**Subject:** bike trails and the ICC

Dear Councilmember,

I am not sure if this is part of your dominion or not, but I thought you might be able to help me.

I was very excited to read that the new Inter County Connector would have a bike trail component as part of the design, linking this new 18 mile highway to other existing trails in the area, enabling one to ride from points along the ICC all the way to downtown DC and other locales.

I have just read that these plans have changed and the soon to be built ICC will only have a limited use bike trail and that most of the route will follow existing roads. This plan will *not* encourage bicyclists and in this era of rising fuel costs and congestion on the roads, makes little sense. To get downtown by bicycle now (something I do often)

I must drive 12-15 miles by car to one of the neighborhoods near the Rock Creek Park Trail or the Capital Crescent Trail.

I live in Burtonsville and have been frustrated that there are no bike trails in the area that are *safe* to use. I have attempted to ride on local roads here and it has become increasingly dangerous competing with angry motorists.

The one "official" bike trail in my area follows Old Columbia Road from 198 to Randolph road, but the bike section is so badly overgrown and deteriorating it is not safe to ride on. Wouldn't it make sense to have bicyclists involved in the planning of these bike trails? I have read that the County is considering placing a bike trail from the Dustin Road Circle to Rt 198. Clearly, this is being planned by non-bike riders, since this is the one quarter-mile section of road that has such a wide shoulder that a bike trail is *not* needed.

Now that gas prices are soaring, I would have thought Montgomery County and the State of Maryland would endorse something that eases congestion. I think the demand for safe bike trails will be increasing as people search for healthy alternatives to commuting and the cost of gasoline increases.

I have read that the full bike trail is being eliminated because of environmental concerns. That is ironic; the County and State have approved the building of an 18-mile paved highway, but is not interested in an alternative that would allow people to leave their cars behind for commuting, exercise and recreation?

Who can I talk to about this?

Is there any printed material that can be sent to me about the routes and options?

Barry Polisar

**MCP-Chairman**

---

**From:** Geng Chan [helpme@erols.com]  
**Sent:** Wednesday, July 09, 2008 2:24 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

**RECEIVED**

JUL 09 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

Geng Chan  
2824 Thickett Way  
Olney, MD 20832



**MCP-Chairman**

**From:** Dominique Lorang-Leins [lorangd@mail.nih.gov]  
**Sent:** Wednesday, July 09, 2008 2:36 PM  
**To:** MCP-Chairman  
**Subject:** testimony for July 10th ICC bike path amendment

**RECEIVED**

**JUL 09 2008**

**OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION**

PLEASE, do not eliminate any sections of the original ICC bike trail from the county master plan! I am dismayed that county planners want to amend this bike trail from a roughly 18-mile route to one that is 27-miles long, containing unpaved sections. Having this 18-mile bike trail built along the "controversial ICC" provides commuters with an extremely important option for substantially reducing their driving, especially now that the cost of fuel is through the roof! This important bike path, although initially costly (but not as costly as the ICC, and certainly not as controversial), will make MD a better place for all commuters, decreasing the number of cars on the road, and allowing those who use the ICC bike trail the ability to cut their consumption of gas and reduce MD's carbon footprint.

Chris Leins  
1104 Pipestem Pl  
Rockville, MD 20854  
240-506-0160

**MCP-Chairman**

**RECEIVED**  
JUL 09 2008

**From:** Dominique Lorang-Leins [dominox2004@yahoo.com]  
**Sent:** Wednesday, July 09, 2008 2:44 PM  
**To:** MCP-Chairman  
**Subject:** testimony for July 10th ICC/bike trail amendment

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

It is very important that you do not eliminate any sections of the original ICC bike trail from the county master plan! I am dismayed that county planners want to amend this bike trail from a roughly 18-mile route to one that is 27-miles long, containing unpaved sections. Having this 18-mile bike trail built along the "controversial ICC" provides commuters with an extremely important option for substantially reducing their driving, especially now that the cost of fuel is through the roof! This important bike path, although initially costly (but not as costly as the ICC, and certainly not as controversial), will make MD a better place for all commuters, decreasing the number of cars on the road, and allowing those who use the ICC bike trail the ability to cut their consumption of gas and reduce MD's carbon footprint. The original ICC bike path is a wonderful solution to our every-increasing energy crisis!!!!!!!!!!

Thank you,

Dominique Lorang  
1104 Pipestem Pl  
Potomac, MD 20854  
240-506-0160

**MCP-Chairman**

**RECEIVED**

**JUL 09 2008**

**From:** Ta-Mao (Eric) Hwang [hwangtm@hotmail.com]  
**Sent:** Wednesday, July 09, 2008 12:14 AM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

**OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION**

Dear Chairman Hanson:

As a Montgomery County resident and constituent I am writing in support of the full ICC Trail and master plan. I am shocked that the Planning Board is considering eliminating huge sections of the planned trail. A dedicated trail running along the ICC would greatly enhance safety, quality of life, and the environment for county residents.

Today a young woman was struck and killed by a garbage truck while bicycling to work in DC. News reports indicate that she was traveling in a designated bicycle lane and wearing safety helmets. While marked bicycle lanes on roadways are better than nothing, a dedicated bicycle trail would eliminate even more of the dangers faced by cyclists and pedestrians.

The recent imposition of speed limits on the Capital Crescent Trail highlights the fact that Montgomery County, and the region in general, severely lacks recreational trail capacity. A full ICC Trail will help alleviate recreational traffic on existing trails and provide a safe and relaxing new venue for residents to exercise, relax, or simply unwind.

As for the environmental impact of the ICC Trail, I find it hard to believe that a bike trail is too damaging while a highway carrying polluting traffic gets the go ahead. The Environmental Protection Agency and the Army Corps of Engineers, two agencies tasked with assessing environmental impacts of the ICC, are on record saying the trail could be built in an environmentally sensitive way through the parks traversed by the ICC. In addition, a continuous and dedicated trail will help encourage bicycle commuting especially when gas is \$4/gal and rising.

In conclusion, the county has a once-in-a-lifetime opportunity to build a trail that will provide lasting contributions for residents. However, eliminating large sections of dedicated trail will drastically reduce the positive effects. I urge you to preserve the master plan and support the full ICC Trail.

Sincerely,

Ta-Mao (Eric) Hwang  
14318 Cartwright Way  
North Potomac, MD 20878

240-994-4881

**MCP-Chairman**

**RECEIVED**

**JUL 14 2008**

**From:** Corrie Bovier [ceddy173@yahoo.com]  
**Sent:** Friday, July 11, 2008 4:54 PM  
**To:** MCP-Chairman  
**Cc:** Fred Bovier; fred.l.bovier@medstar.net  
**Subject:** Testimony ICC Limited Functional Master Plan Amendment Bikeways and Interchanges

OFFICE OF THE CHAIRMAN  
TOWNSHIP AND COUNTY OF PITCA  
PARK AND PLANNING COMMISSION

Dear Chairman:

My husband and I attended the public hearing yesterday, July 10 regarding the proposed amendment to the ICC Master Plan for Bikeways and Interchanges. I wanted to add my testimony to those who spoke at this public hearing.

I reside in the greater Stonegate community that borders Bonifant Road. While we have not been proponents of the ICC we have always considered the proposed bikeway to be a meaningful benefit. We also expected that the path through the Northwest Branch Park would be multi use and that this path would connect to the ICC trails.

My husband and I are currently recreational bikers who use Montgomery County trails 3-4 times/month except in the winter. Given the cost of gas and environmental concerns I would like to have more opportunities to safely bike to the Glenmont metro, nearby stores, and other local destination points. For example, while I live close to the Matthew Henson trail I can not today access it without using a car to transport my bike approximately 1 mile. I respectfully encourage you to increase trails for recreation and transport. These trails should all be multi use. There should be no trails in parks that are for hikers only.

The current bikeways plan amendment is unacceptable because it is not contiguous due to the extremely hazardous detours. I have attempted to ride along the sidewalk on New Hampshire avenue between Notley and Stonegate (crossing Bonifant). I only did this once since I found it to be an extremely terrifying experience. As you know, this is a 6 lane road with cars driving in excess of 50 mph.

Utilizing Fairland, Bonifant, or New Hampshire avenues as part of the bikeway plan is not realistic. The intersection at New Hampshire/Randolph and Randolph/Fairland are some of the most heavily utilized in the county. Bonifant Road carries traffic in excess of 45 mph. Most people will consider the trail to end once it hits these major roads/detours and we will have essentially disconnected trails. I am also concerned about bikers safety if they should attempt to utilize the detours as proposed.

I understand that there are issues with the state's ownership of the ICC right of way, funding, and environmental park issues. However, I strongly urge you to consider utilizing a natural trail service (similar to that found on the C&O canal) at the edges of the parks. These would be pervious trails and outside the wetland area.

While I appreciate that including a bikeway along the ICC, or inside a park, as part of the master plan might act as a placeholder for the future my concern is that it could be years and years (if ever) before it's acted upon. I am concerned with the here and now given the changes the ICC will bring and our current economic environment.

Again, I strongly urge you to consider alternate ways to address the park environmental issues while allowing a contiguous trail (ex. bridges, raised paths, natural paths) without utilizing New Hampshire, Bonifant, or Randolph roads.

Thank you for the opportunity to provide this input.

Regards,

Corrine Bovier  
14528 Cutstone Way  
Silver Spring, Md 20905  
301/879-8911

## MCP-Chairman

---

**From:** Jack Cochrane [webgecko@earthlink.net]  
**Sent:** Friday, July 11, 2008 5:02 PM  
**To:** MCP-Chairman  
**Subject:** ICC Trail -- and thank you -- from MoBike

**RECEIVED**  
JUL 14 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Chairman Hanson,

Thank you for the serious and thoughtful consideration that you and your fellow commissioners gave to the Intercounty Connector Trail issue on July 10th. We know that you are a stalwart supporter of bicycling and I look forward to working with you on many bike and pedestrian issues in the future. I regret any flak you received in correspondence sent to you over this issue. I believe there was some angst stemming from the February 2005 Planning Board decision opposing parts of the trail in the ICC right-of-way. But obviously you are a different Board, and we were delighted to hear your comments last night and your instructions to staff to fully examine routing options in park areas.

Over the next few days we will provide your staff with information detailing our priorities and recommendations concerning trail alignments. We are eager to work with them on this.

Finally, MoBike, WABA (Washington Area Bicyclist Association) and other bike groups would be pleased to meet with you at your convenience to discuss our goals and offer our thoughts on what your agency can do for bicycling. We appreciate your strong support for bikes, which was apparent even before your recent appointment to the Planning Board. I will do everything I can to let other cyclists know this. Thank you!

Sincerely,

Jack Cochrane  
Montgomery Bicycle Advocates  
7121 Thomas Branch Drive  
Bethesda, MD 20817  
301-503-9931  
[webgecko@earthlink.net](mailto:webgecko@earthlink.net)

**MCP-Chairman**

---

**From:** Sandy Irving [sirving@att.net]  
**Sent:** Friday, July 11, 2008 6:59 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

**RECEIVED**  
JUL 14 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

I was dismayed to learn that the proposed bike trail along the new ICC was going to be chopped into pieces, with unsafe on-road connectors. With gas prices rising and concerns about global warming, the last thing we need is to impose barriers to safe bicycle riding.

Sandy Irving  
IRS TAX LAWYER  
3 Crescent Road, #G  
3rd Floor  
Greenbelt, MD 20770

301/220-0622

**MCP-Chairman**

---

**RECEIVED**

**JUL 14 2008**

**OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION**

**From:** Sk8rnskier@aol.com  
**Sent:** Friday, July 11, 2008 10:00 PM  
**To:** MCP-Chairman  
**Subject:** ICC bikeway

The meeting Thursday night was not well publicized. I found out about it at 7:30 pm Thursday night. I just received the e-mail saying comments would be taken until close of business today. I can't believe anyone would even consider having us ride on the streets. A biker was killed two days ago in DC by a truck driver who never saw her. I don't do streets; way too dangerous. The bikeway should be a dedicated trail. I'm not sure it needs to be paved, if that is not environmentally friendly. The Allegheny Highland trail is crushed stone in most places, and that seems to work well. I've done that trail from McKeesport, PA to Cumberland, MD. It is all off-road and a great trail. Very little of it is paved. Please reconsider any change in plans that would not complete the entire 18 miles as off-road. Thank you.

Marylyn Westervelt  
14306 Royal Forest Lane  
Silver Spring, MD 20904

---

Get the scoop on last night's hottest shows and the live music scene in your area - [Check out TourTracker.com!](http://TourTracker.com)



**MCP-Chairman**

---

**From:** David Buchholz [atkinbuch@rcn.com]  
**Sent:** Saturday, July 12, 2008 1:22 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

**RECEIVED**  
JUL 14 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

The idea that a bike trail will negatively affect the environment while a multi-lane highway will not is offensive. If the ICC is going to be built, at least the bike trail should not be sacrificed. Please do not make this silly mistake.

David Buchholz  
510 Dartmouth Avenue  
3rd Floor  
Silver Spring, MD 20910

202 647 7344

**MCP-Chairman**

---

**From:** Eric Cotter [cotbrit@hotmail.com]  
**Sent:** Sunday, July 13, 2008 10:24 AM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

**RECEIVED**  
JUL 14 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

Please support the ICC Bike Trail - we need to give people as many alternatives to our dependence on oil as possible these days (and in the future it will only get worse. This would be both forward-thinking and a great help to the present day situation.

Eric Cotter  
8109 Begonia Way  
Gaithersburg, MD 20879

## MCP-Chairman

---

**From:** Joseph Romeo [josephromeo@hotmail.com]  
**Sent:** Sunday, July 13, 2008 1:12 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

**RECEIVED**  
JUL 14 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

The bureaucratic excuses for eliminating portions of the bike trail along the ICC are unbelievable. Given our current energy crisis and burgeoning population this trail is necessary both for work and play for county residents. As a physician, I believe anything that would curb our trend toward obesity in people will have even greater long term benefits. Please support returning the trail plans for the entire route.

J. Romeo

Joseph A. Romeo  
8212 Windsor View Terrace  
3rd Floor  
Potomac, MD 20854

301/983-0778

## MCP-Chairman

---

**From:** C. Mark Eakin [mark.eakin@mac.com]  
**Sent:** Sunday, July 13, 2008 7:41 PM  
**To:** MCP-Chairman  
**Subject:** Support the Full ICC Bike Trail

**RECEIVED**  
JUL 14 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Dear Chairman Hanson:

I understand that the Montgomery County Planning Board has proposed to eliminate huge sections of the planned trail along the Inter-County Connector highway. This would be a terrible and short-sighted decision as the ICC Trail is a unique opportunity to build a significant new bike and pedestrian facility in the county.

The added environmental cost of including the trail with the construction of the ICC is minimal and both the Environmental Protection Agency and the Army Corps of Engineers are on record saying the trail could be built in an environmentally sensitive way through the parks traversed by the ICC. In fact, by providing safe bicycle facilities, the ICC trail would reduce the total impact of the ICC. Replacing cars with bicycles along this corridor would reduce the greatest impact of the ICC - the pollution from cars that pass along the roadway.

The ICC trail would be super transportation for cyclists ? rapid, direct, safe. Highway & park trails avoid intersections, traffic lights and driveway crossings. Our existing trails are in such demand that they are bursting at the seams. I regularly commute along the Sligo Creek Parkway which becomes a bicycle highway during rush hour. We need many more such facilities in the County.

The current "replacement" plan for the ICC Trail includes a series of disconnected trail segments and on-road segments. I live near several of these hypothetically safe segments such as Fairland Road and Randolph Road. I encourage you to try biking these routes on a road bike during rush hour before you determine that they are safe alternatives.

We need the ICC Trail and it must be built as part of the ICC construction.

C. Mark Eakin  
13221 Glenhill Road  
3rd Floor  
Silver Spring, MD 20904

301-713-2857x109

## MCP-Chairman

---

**From:** Valerie Matthews [VHMatthews@terpalum.umd.edu]  
**Sent:** Friday, July 11, 2008 4:45 PM  
**To:** MCP-Chairman  
**Cc:** county.council@montgomerycountymd.gov  
**Subject:** Comments on ICC master plan amendment

RECEIVED  
0789  
JUL 14 2008

OFFICE OF THE CHAIRMAN  
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

Chairman Hanson et. al.,

As a Montgomery County resident and taxpayer, an avid cyclist, a pedestrian, a driver, and an occasional inline skater, I am submitting comments on the ICC Limited Functional Master Plan Amendment (Bikeways and Interchanges). I sat in on last night's hearing and I believe I am in agreement with my fellow bicycle advocates as to the substance of the plan (i.e. the amendment should retain the original trail alignment or its equivalent in the master plan, even if additions are made to accommodate the best route that can be built today), so let me comment a bit on its presentation.

The introduction to the plan makes several references to natural-surface trail cyclists as "mountain bikers." Why make this distinction, when it is possible to make a natural-surface trail that can be used by hybrid bikes, kids' bikes, and recreational road bikes -- in other words, all but the most skinny-tired of racing bikes (and roller skates)? I spent much of last week happily riding my road bike on the Route Verte, Quebec's cycling network, which includes many miles of crushed-stone trail. Riding on such a trail is slower than riding on pavement, but a cyclist who requires pavement is probably going to revert to the existing streets whether they are designated as part of the ICC bike route or not. Furthermore, I don't think the ICC trail will (or should) address the needs of hardcore mountain bikers who are interested primarily in technical singletrack. I suggest not treating mountain bikes as a distinct class for planning purposes, and that the plan should specify that any natural surfaces will accommodate the widest possible range of riders.

The plan also suggests that a "meandering pathway" serves the needs of recreational cyclists; not necessarily. First of all, there are probably more differences among recreational cyclists than there are between some "recreational" and "transportation" cyclists. A sport cyclist training for an amateur triathlon might represent one end of the spectrum, and at the other end might be the family taking a ride to the Trolley Museum on a nice day. But my real point is that for many of us, the point of using a trail is the fun of getting to a destination -- a playground, a friend's house, a restaurant -- under one's own power. Having a reasonably direct route is as important to us as it is to the daily commuter. It's also important that the route be easy to follow for the first-time or occasional rider. Again using my travels on the Route Verte as an example, I recall that it took a lot of mental energy to follow route signs when the route involved a mixture of roads and trails (especially when contending with traffic at the same time) or when a crucial route marker had become damaged or overgrown. At several points I lost time while stopping to consult a map. If one makes a wrong turn while driving, these days one simply has to wait for the GPS unit to recalculate the route, but a wrong turn on a bicycle can ruin one's day.

Thank you for your thoughtful consideration of this difficult issue.

Valerie Matthews  
1008 Ashland Dr  
Ashton, MD 20861  
301-570-4901